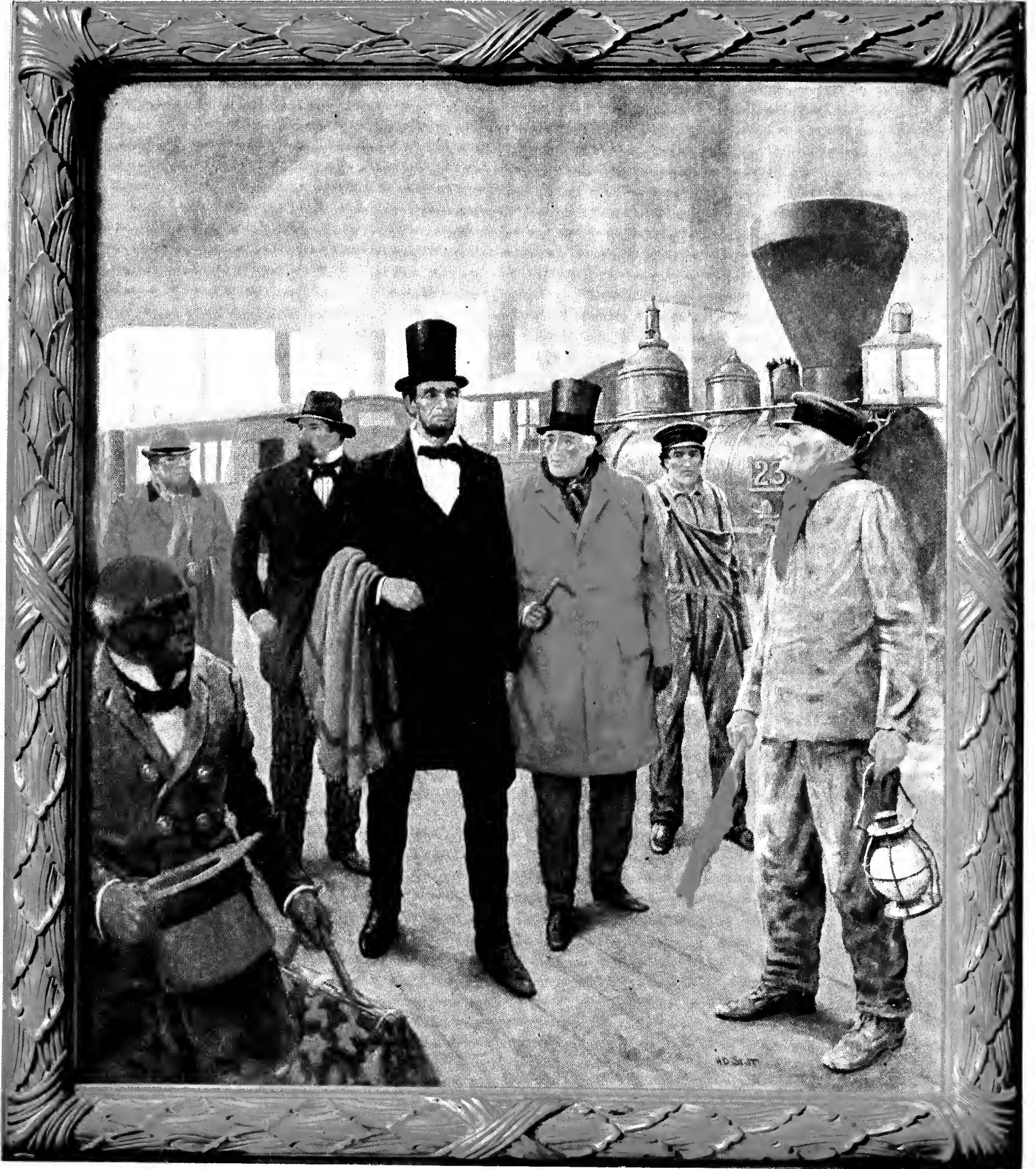


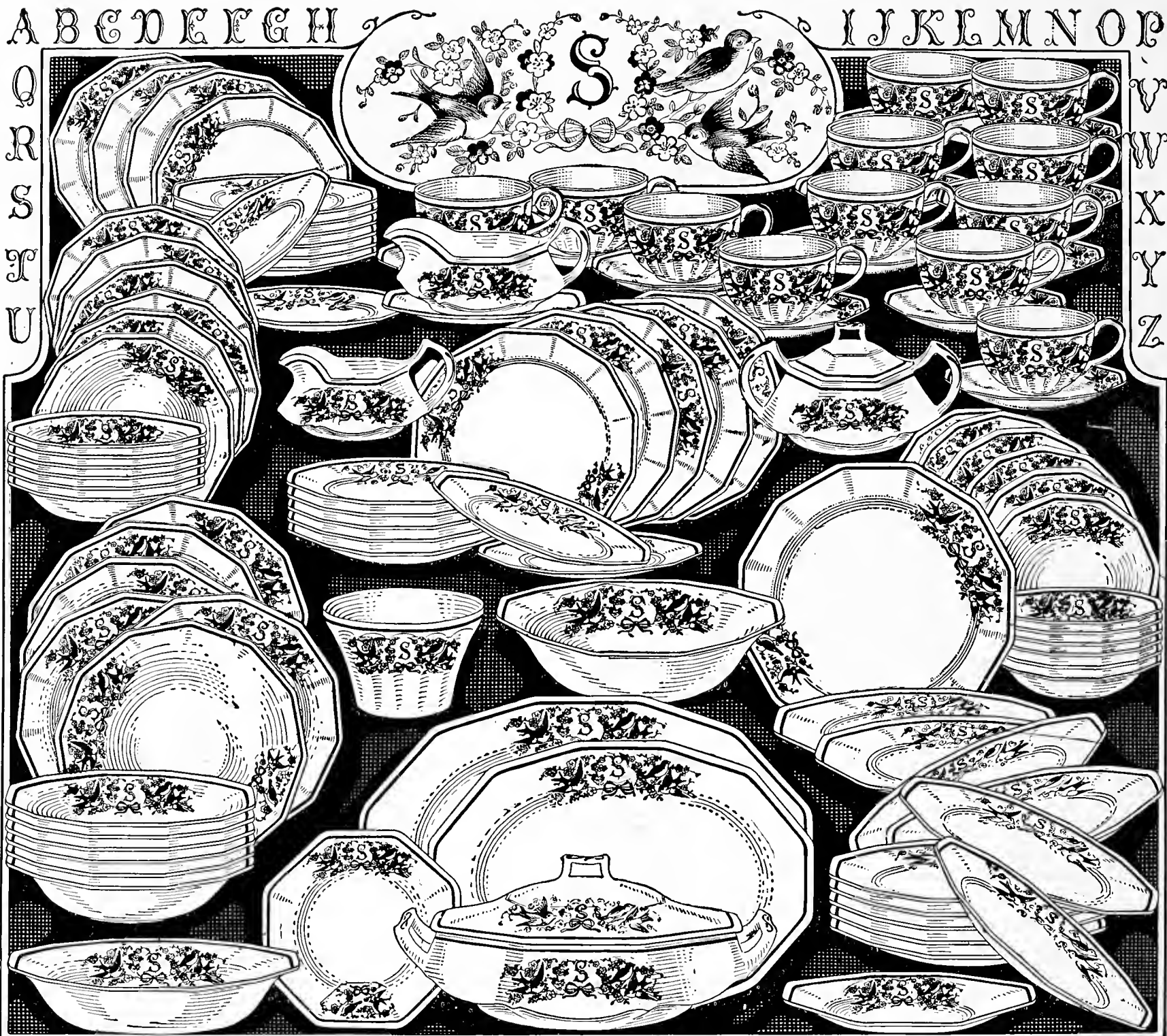
Baltimore and Ohio Magazine



February

President Lincoln arriving in the old Baltimore and Ohio station in Washington, D. C., on the morning of February 23, 1861, preceding his first inauguration. Painted by H. D. Stitt

1922



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| 12 coupe soups, 7 1/2 in. | 1 oval open vegetable dish, 8 1/2 in. |
| 12 fruit saucers, 5 1/2 in. | 1 round vegetable dish, 8 1/2 in. |
| 12 cups. | 1 bowl, 1 pint. |
| 12 saucers. | 1 sugar bowl and cover, 2 pieces. |
| 12 oatmeal dishes, 6 in. | 1 cream pitcher. |
| 12 bread and butter plates, 6 in. | 1 pickle dish. |
| 1 platter, 11 1/2 in. | 1 butter dish, 7 1/2 in. |
| 1 platter, 13 1/4 in. | |
| 1 gravy boat. | |

This set is one that will add tone and beauty to any dining room. With ordinary care it will last a lifetime. Weight packed, about 100 pounds.

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READ

These Letters From PHILIPSBORN'S Customers!!

We Never Publish a Letter Without a Customer's Permission

"Will Tell My Friends!"

The dress arrived here Tuesday and I am very much pleased with it and will tell my friends about it. It just fits dandy.

MRS. W.J. FIELDS,
 (Gen Del.) Harrisburg, Pa.

"Can Not Thank You Enough!"

I received my wonderful suit. I am very much pleased and can not thank you enough. I never in all my life saw such a beautiful suit for such a reasonable price. Many thanks to you.

MRS. CHARLIE BROWN,
 Climax, Ga.

"My Shoes Are Dandies!"

Just received my shoes and wish to express my pleasure and gratitude to you for them. They are dandies and I certainly am fond to show them to my friends and say "I got them from Philipborn's." And I also want to thank you for your promptness in sending. I am strong for Philipborn's. Gratefully yours,

JOHN G. OBERMAN,
 715 East 4th St. Wellington, Kan.

"I Am Proud of My Skirt!"

Received the waist and skirt. They are very pretty indeed.

I am so proud of my skirt, it fits perfectly and is of such fine material.

MRS. BERT EDWARDS,
 Breckenridge, Mo.

"Ten Times Better Than I Expected!"

The coat arrived some time ago and I was delighted with it. It was ten times better than I expected. Your firm will get my orders in the future.

ANSEL BROWN,
 Harmony, Me.

"Amazed at Low Prices!"

I wish to thank you for your prompt service in sending my order so quickly. I was well pleased with the silk materials and was also amazed at your low prices.

MISS CLARA M. GARCIA,
 Mesilla, N. M.

"Better Than Advertised!"

Your goods are better than advertised in catalog. Found a great saving on every piece and styles advanced.

MISS ESTELLE BUCZAK,
 54 Pooley Pl. Buffalo, N. Y.

"Proud of Her Sweater!"

Received the sweater you sent and am perfectly satisfied with it. It is just what I ordered. Will show it to all my friends and will recommend your house for courtesy and fair dealings.

JEANETTE KRUALBY,
 Bluffton, Iowa

PHILIPSBORN'S, Dept 348, Chicago

Please send copy of Philipborn's Spring and Summer Style Book, free, postpaid, to

Name.....

Address.....

Town..... State.....

Have You Heard the New Song "Shenandoah"?

A song of our own Shenandoah Valley, written by Baltimore and Ohio employes for Baltimore and Ohio folks. Music by Leo Friedman, author of "Mee! Me Tonight in Dreamland," "Let Me Call You Sweetheart," and others. Send in your order now for sheet music, rolls and records. Sheet music (with words) 25 cents per copy, postpaid.

Address:

Billy Shelton, 3024 E. 77th St., Cleveland, Ohio.

More Below

Countrywoman (her first glimpse of the sea)—"Ain't it astonishin'. Willium? Who'd 've thought there could be so much water as that?"

William—"Yes, an', remember, Maria, ye only see what's on top."

—*Pacific Semaphore.*

Relativity

The talk had turned on the subject of the arrival in England of Prof. Einstein.

"What's all this 'ere talk he's started about relativity?" said an old man.

"It's a new complaint of some kind. I'm thinkin'," answered his companion.

"Not so very new, neither," said a listener. "I've suffered from it, I reckon, ever since me mother-in-law has been me mother-in-law."—*Canadian Churchman.*

Ambition

An ambitious young man went to a university professor and said: "Sir, I desire a course of training which will fit me to become the superintendent of a great railway system. How much will such a course cost, and how long will it take?"

"Young man," replied the professor, "such a course would cost you \$20,000 and require twenty years of your time. But on the other hand by spending \$300 of your money and three months of your time you may be elected to Congress. Once there you will feel yourself competent to direct not one, but all the great railroad systems of our country."—*New York Evening Post.*

"What was the last card Oi dealt ye, Moike?"

"A spade."

"Oi knew it! Oi saw ye spit on yer hands before ye picked it up."—*Exchange.*

Bill—I hear that Mrs. Newlywed worships her husband.

Jim—Yes, she places burnt offerings before him three times a day.

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One "Rescue" Sufficient

Senator Borah was talking about a lobbyist.

"The fellow," he said, "is as resourceful and persevering as the Atlantic City girl who wanted a husband."

"That girl out there," an old lady said excitedly to a young man, pointing with her parasol out to sea—"that girl out there is drowning. Why don't you swim out and rescue her?"

"The young man addressed gave an embarrassed cough."

"Well, you see, ma'am," he said, "it would hardly be good form. I rescued her yesterday."—*Detroit Free Press.*

PATENTS

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PATENT LAWYER

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Washington, D. C.

Sudden Change of Mind

I never saw the equal of those Jagsbys next door," said Mr. Bibbles. "They are always wanting to borrow something. I honestly believe we've lent them everything in the house except the piano and our twin beds."

"I'm sorry you are so wrought up," said Mrs. Bibbles. "Mr. Jagsby has just sent over to know if"

"Don't say it! Don't say it!"

"If you have a few empty bottles you could spare, pint or quart size."

"Out of the way woman! I'll take them over myself."—*Birmingham Age-Herald.*



Volume 9

Baltimore, February, 1922

Number 10

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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad to improve its service to the public and to promote a greater community of interest among its employes. Contributions are welcomed. Manuscripts and photographs will be returned upon request.

THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is over 40,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employes of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.

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NEW YORK CITY



A Baltimore & Ohio Breakfast

Just before Christmas, 1921, "Ernie" Baugh, superintendent of Dining Cars, received the following letter from the author of "Off Again, On Again, Gone Again—Finnegan"—

Dear Ernie:

—Tother day I took a trip
Upon a car they pay you to equip--
Excuse me if I seem a little flip!

I had an appetite that made me fear
My roll might vaporate--train meals are dear.
A hearty feed might set me back a year.

Then came your all-surprising demi-tasse,
A feature they must go some to surpass--
Believe ME, Ernie boy, that stunt is class.

That little kindly gift obtains the goat
Of every a la Carte or table d' hote
Consumer that comes in-- a friendly note!

Upon your card I read of powdered pig
Sausage, you call it? I don't care a fig.
"Of course," I said, "the service won't be big."

Likewise of buckwheat cakes I saw a sign,
And muttered to myself: "That listens fine--
Some sausage and some buckwheat cakes for mine."

Ernie, mere language fails me, at this point.
With oil of joy your bean would I anoint--
Gosh, but I'm glad I hit your fodder joint!

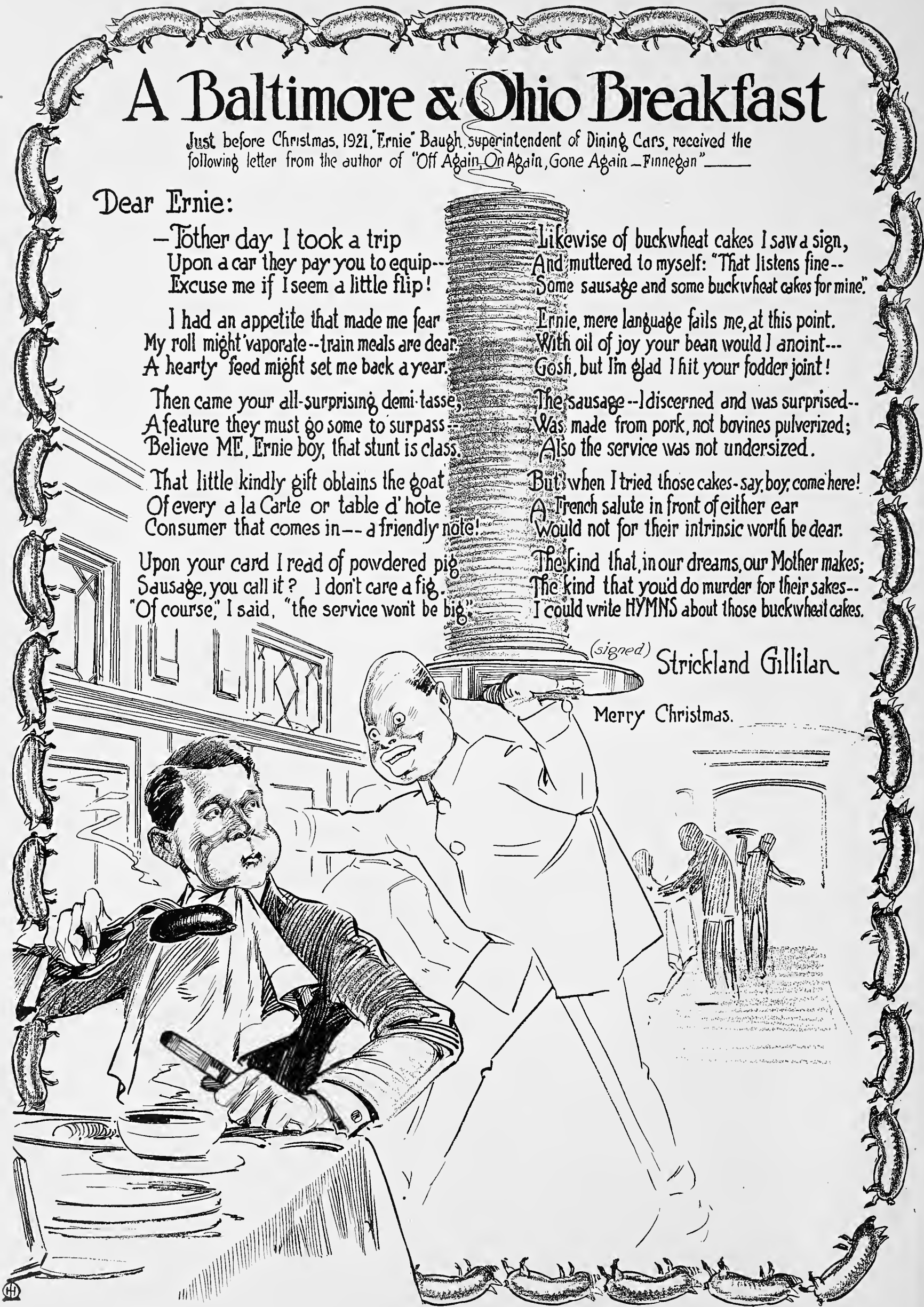
The sausage--I discerned and was surprised--
Was made from pork, not bovines pulverized;
Also the service was not undersized.

But when I tried those cakes--say, boy, come here!
A Trench salute in front of either ear
Would not for their intrinsic worth be dear.

The kind that, in our dreams, our Mother makes;
The kind that you'd do murder for their sakes--
I could write HYMNS about those buckwheat cakes.

(signed) Strickland Gillilan

Merry Christmas.



BALTIMORE AND OHIO MAGAZINE

Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote efficiency and community of interest among its employees

VOLUME 9

BALTIMORE, FEBRUARY, 1922

NUMBER 10

What May the Public Expect as to Railroad Rates?

A Statement by President Willard before the Interstate Commerce Commission

In a statement made on January 11 and 12 before the Interstate Commerce Commission, Daniel Willard, president of the Baltimore & Ohio R. Co., summarized the position of the carriers with respect to existing and future rates, and said in part:

WHAT may the public expect? Must it continue to pay existing rates and fares? Is no relief to be expected? To assume that such is the case would be an error. In the past the American railroads have afforded the cheapest transportation service in the world. They will do so again. They are in fact doing so at this very minute, when considered as a whole and when measured in terms of relative and not absolute value. The rate per ton mile declined steadily for 27 years, reaching the lowest point in 1917, or nearly two years after the general upward trend in prices had started as a result of the world war. The railroads, however, felt the burden of the increased cost of living in common with all others, even though their charges were not increased as rapidly or as greatly as were commodity prices generally.

Rates Not Relatively High

High as railroad charges are, they are not higher relatively than other prices are or were, and it is important to remember that railroad charges or prices were the very last to go up, and in the nature of things cannot be the first to come down. They can and will participate in the downward movement of all other prices.

I suppose the real question now is this—are railroad rates declining as rapidly as the public has fairly a right to expect? Are the railroad managers doing all that can be fairly expected of them to reduce the cost of transportation?

To the first half of my question—"Are railroad rates declining as rapidly as the public has a right to expect?"—my answer is Yes. In my opinion to accelerate the downward movement artificially at this time would injure the roads and would not benefit the public. Railroad rates are now and always have been subject to certain fundamental economic laws against which they cannot prevail and the mere operation of such laws and influences will tend constantly to bring about lower rates just as has been the case not only during the last year but during all the years of railroad operation.

Are Managements Doing All the Public Could Expect?

Whether railroad managers are doing all that the public as well as their stockholders have a right to expect, is of course open to discussion, and honest, fair-minded men may conceivably hold different views concerning this very important question. Personally I believe that the railroad managers as a whole are doing all that a fair-minded public has a right to expect, and this is not to say that they can not and will not do still more.

We frequently hear the railroads criticised because of their alleged wasteful practices. While I have no desire to minimize the importance of the particular things to which my attention is sometimes called, I do say that the reduction of rates which the public expects and which I believe it will in due time receive, will not be accomplished by the mere cutting down of the number of lead pencils used, by a reduction in the number of supervisors, by a more careful handling of ice about stations, etc., etc.

The real big economies which must be availed of to bring about lower rates, are of such character as to require large expenditures of new capital and of course such economies

cannot be looked for under existing conditions by the railroads as a whole.

What Should Be the Rate of Return?

In question 13, the Commission asks "What should be the rate of return after March 1st, 1922?"

The Congress after a most searching inquiry decided that 5½ per cent. should be the minimum return as conditions were at the time of passage of the Transportation Act, with an additional one-half per cent. in the discretion of the Commission. Many believed that the rate fixed by the Congress was too low. I thought so then and I think so now.

While there has been some slight change in the financial situation since the Transportation Act was passed, nothing has happened which in my opinion would justify reducing the rate of return, providing of course, it is still desired that the carriers shall endeavor to keep facilities sufficient to furnish the public with adequate transportation at reasonable rates. It is my judgment, therefore, that not less than six per cent. would, under conditions now existing, constitute a fair return, to be effective from and after March 1, 1922.

Mr. Willard's Conclusions

I. During Federal control brought about by the war, railroad operating costs, in common with all other costs, mounted rapidly but without corresponding advances in rates, and during the same period the fixed charges of the carriers were also increased by additions and betterments made at high costs, and largely (particularly in the Eastern District) to meet war emergencies. Because of war and other conditions the properties were not fully maintained, and were returned to their owners in less effective condition than when taken over.

2. Congress responsive to the expressed desire of the people, provided for the termination of Federal control and for the future operation of the railroads under the terms of the Transportation Act.

3. This Commission, responsive to the terms of the Act, proceeded immediately to authorize and order such increases in rates, fares and charges as it believed would carry out the purpose of the Act.

4. Even before the inauguration of the higher rates and charges, the industrial and economic readjustments which were world-wide and which were a natural and inevitable sequence of the war, had begun, and some months later were reflected in this country in a sharp and sustained decline in business.

5. The carriers, subject as they are to regulation by the Governmental agencies of the States and Nation, were not able to promptly reduce their expenditures in keeping with their declining revenues, and

6. This in turn served to shrink the net earnings of the carriers so seri-

ously that they were compelled, in order to maintain their financial integrity, to resort to forced economies in all directions, which in turn meant fewer men employed and less material used and purchased.

7. This enforced policy on the part of the railroads contributed in measurable degree towards accentuating the business depression.

8. The carriers, unable to provide from earnings in the past, reserves such as contemplated in the Transportation Act, are not now in position to make a general rate reduction in anticipation of possible lower operating costs to follow.

9. For the reasons enumerated, I do not think the best interest of the public would be promoted at this time by action of any kind which would tend to immediately reduce the revenue of the carriers.

10. Rates will eventually come down, but to unduly hasten the movement would in my opinion be unwise and would not tend to promote the larger public interest.

our engine supply houses in which we keep utensils—torches, shovels, fire hooks, wrenches, etc., for our engines and cars.

Several months ago General Manager Scheer and several of his staff officers were visiting points on the Railroad. They came to a certain place (no, we aren't mentioning names) and the front yard looked fine and so did the guest parlors. But, when they came to the kitchen—the engine supply house—conditions were such that a hurried and important council was immediately called, the result of which was an order directing the authorities at that place to put a sign up over the door reading: "This is the Dirtiest Supply House on the Eastern Lines." And, lo! the names of the master mechanic and assistant master mechanic were printed underneath the words and lent due authority to them.

Hardly a day went by before Baltimore began to be bombarded with letters and telegrams, saying that the conditions had been greatly improved and urging that permission be given to take down the sign. And permission was, of course, given to this end, as soon as conditions warranted.

While on the same trip, the general manager was pleasantly surprised to find at Connellsville a supply house which merits the sign now nailed over its door and which can be seen in the accompanying photograph. So model a Railroad kitchen is this place that a little pamphlet of blue print sheets and photographs has been gotten out about it. A few paragraphs quoted from the book, read as follows:

Is Your Divisional Kitchen as Clean as Your Guest Parlor?

IF the employees of the Baltimore and Ohio do not by this time know that one of the things uppermost in the minds of our officers, is a clean Railroad, it is not because the battle cry against dirt has not been sounded out along the line from Baltimore, nor echoed in the pages of our MAGAZINE.

Last year we had a great clean-up campaign all over the Railroad. The net result was not only a Railroad cleaner than it has ever been within the memory of the oldest Veteran, but also the picking up of material on the property, its sorting, reclamation or sale, and a consequent sum running into six figures and placed on the credit side of our ledger.

Continuing the simile used in the caption of this article, we may say that the front yard of the Railroad, its right-of-way and approaches, was then clean; and since this was to be a continuing campaign for cleanliness, that it is still clean. From the number and tenor of the letters which we get concerning the condition of our day coaches and our equipment in general, we also know that our guest rooms, that is the cars on which we try to make comfortable the patrons of the Railroad, are also clean.

But who of us ever thinks of a

house being in complete order unless we have a vision of the kitchen, with stove polished, floor scrubbed, pans scoured, windows cleaned, etc! Well, some of us *did* forget about our kitchens, if not those in our homes, at least about the ones on the Railroad, and in this particular case we are referring to the Railroad kitchens—

Cost for Signal Flags, Baltimore and Ohio System, 1920

Color	No. Dozen Issued	Average Cost per Dozen	Average Cost per Flag	Total Cos
Green.....	2790	\$.997	8.3 cts.	\$ 2781.63
White	4516	1.01	8.5 cts.	4561.16
Red.....	2693	1.575	13.1 cts.	4241.48
Total.....				\$11584.27

During a period of four months, Supply Room Attendant Joseph H. Fleckenstein, Connellsville, Pa., washed and reclaimed 668 red, 1019 white and 944 green flags, a total of 2631, including 200 red flags which it was necessary to dye. This meant a saving of \$251.47 to the Baltimore and Ohio, the flags having been reissued to train and enginemen and having served the same purpose as new flags.

Locomotive supplies and their care is an item of expense that is not always given the thought and attention that its importance justifies. In designing and installing the Connellsville Plant, the aim was to set aside a space where locomotive supplies could be collected, repaired and made ready for service. The washing vats, tables and oil reservoirs were arranged in a manner to avert unnecessary steps. The tables, etc., were covered with galvanized iron to prevent oil soaking into wood, etc.

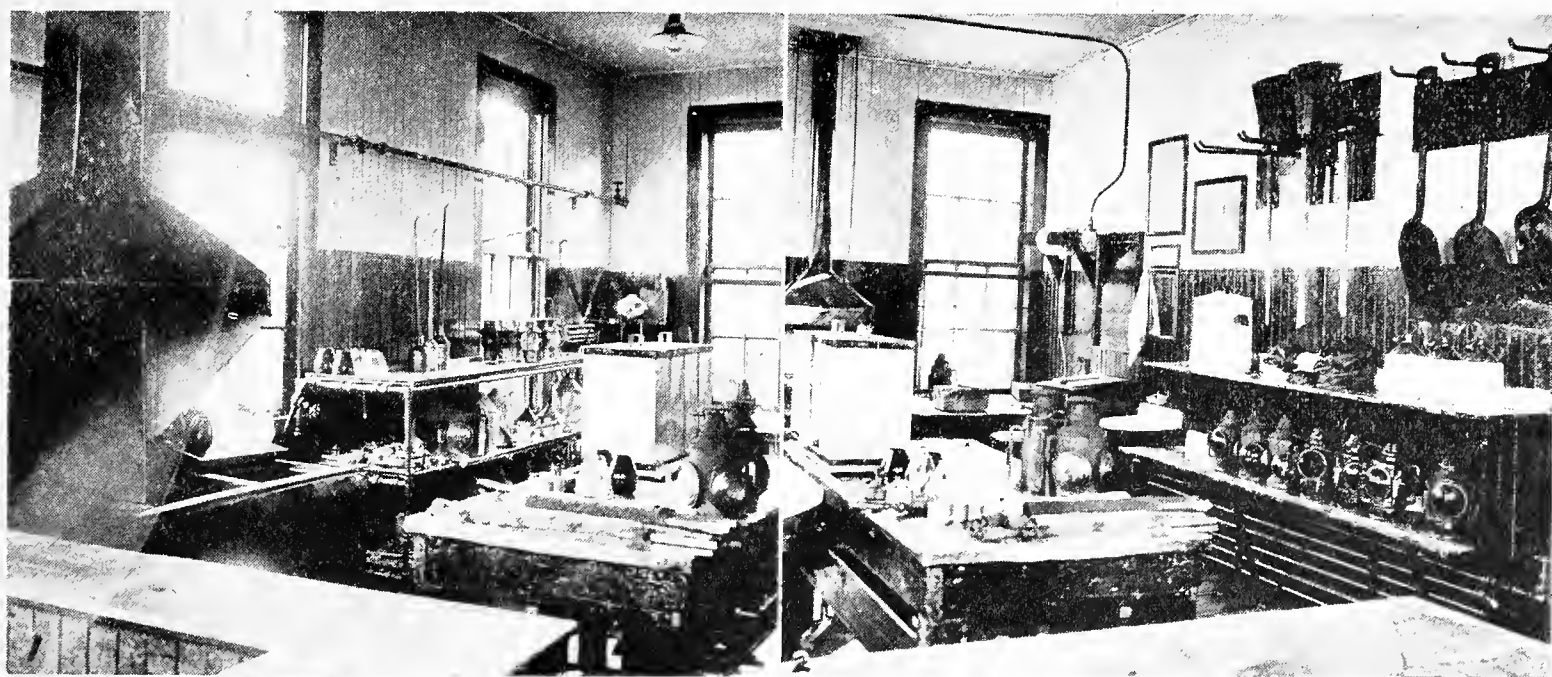
A study was made as to the requirements of a good lantern, and as a result vats were in-

stalled. One contains a strong lye solution, one hot, soapy water and the other rinse water. Lanterns are dissembled and the frames are passed through a strong solution of lye and rinsed off, then examined closely for defects. The globes are washed in hot, soapy water, rinsed in clear water and placed on the drying rack. Burners are boiled out and the necessary adjustment made in the wicks. The oil is removed from the lantern, and after cleaning the oil container it is again filled with oil, the parts assembled and the lantern placed on a special table ready for service.

Where heat is necessary, it is obtained by the use of steam, all piping being conveniently arranged for the attendant. Overflows, etc., are piped to the sewers.

At one end of the room a bench was provided and on it was placed a soldering pot and a vise. All cans are repaired at this bench, coal picks and hammers re-handled, etc. Smoke and gas from this soldering pot, and the steam vapor from the boiling vat and the wash machine are carried out of the building by a hood and a stack arrangement.

Certain unlooked for things develop at leaving time, and to meet this, the grease cup men,



Pictures 1 and 2 show respectively the left and right sides of the Engine Supply House at Connellsville. No. 3 suggests, in the cleanliness of the front yard of the house, why Connellsville and Supply Room Attendant Joseph H. Fleckenstein (seen at the front door and also in the insert, No. 4) have been honored with the sign over the door

lubricator filler, hub grease men, and glass boy work from this point and have all the necessary conveniences located here. It is conveniently located and the crews can get their wants supplied quickly and avoid delay.

The flag washing outfit consists of a small washing machine and necessary vats for dye. Three thousand flags and one hundred and fifty towels have been reclaimed to date.

The photographs are plain and further explanation would seem unnecessary.

Of course, every clean kitchen has to have a clean house wife in charge, and we are sure that Joseph H. Fleckenstein won't mind being dubbed with that name as long as it stands for so much on this great System of ours.

Mr. Fleckenstein entered the service at Connellsville as a boilermaker helper, in 1882 and became boilermaker in 1886. He was out of the service from 1896 until 1901 when he again came into the Baltimore and Ohio family as a car inspector. He has filled creditably several different positions on the Connellsville Division in the Motive Power Department and in 1919 was made supply room attendant. It is in this position particularly that he has made a splendid record.

Those who would like to see plans of Mr. Fleckenstein's model locomotive supply house, may get a copy by writing C. A. Gill, superintendent, Motive Power, Eastern Lines, Baltimore, Md. Layout and descriptive matter are contained in the little book.

One of the most interesting things about Mr. Fleckenstein's job is the success which he has had in reclaiming signal flags. In the big scheme of things, this is, to be sure, a small item, but the Management of the Baltimore and Ohio is trying so hard to economize in every reasonable way that even the saving which comes about from the reclaiming and re-dyeing of signal flags is deemed worthy of special note, and a blue print description of the method of doing this is also clearly set forth in the little book.

TASTE TELLS!

I now use the Baltimore and Ohio to and from the west instead of another road because of the Baltimore and Ohio's superior dining service.

(Signed) FRANK L. HESS,
1221 Newton Street,
Brookland, D. C.

Preventing Damage to Equipment in Yards

Painesville Terminal Proves that "It Can Be Done"

By D. F. Stevens,

Superintendent, New Castle Division

IN THE early part of July, 1921, we put on a campaign on this division to reduce the damage to equipment in yards and I particularly solicited our terminal people to use their ingenuity to this end. My attention was directed in November to a report which had been made at Painesville Terminal, which was distinctly unusual, and I felt it was such a good one that it was well worth bringing to the attention of the readers of the MAGAZINE.

The last damage to a car in Painesville yard occurred on July 13, 1921, and from that date to the present time there has not been a car damaged in that yard. Previous to this there had been quite a number of draw bars knocked down, pockets opened up and contents of ore dumped on the dock below the hump scale.

Credit for this showing rests entirely with General Yardmaster Huston and his assistants and employes. Briefly, his procedure is as follows:

An engine takes cars from end of ore dumping plant, pulls up, and shoves over the hump scales, where

cars are dropped to classified tracks east of the scales. In some instances five cars would go in a cut, and in the next cut would be one car. General Yardmaster Huston changed this method and dropped the cars off one at a time. This did not occasion delay, as the engine was able to keep the cars away from the machines. Nor did it increase the number of hump riders, but simply cut down the time that they were sitting down waiting for their cuts at the hump.

During the busy ore season the cars handled range from 1,700 to 2,600 a day, and during the winter months from 800 to 1,000, so it can be seen that there is a considerable volume of business, and what it means in the way of saving in damage to equipment and consequent delay and complaints.

In addition to this, each morning Mr. Huston, in connection with his other duties, talks with each crew as he comes to them, and gives them the last date that there was a car damaged. This has resulted in all the men in the terminal becoming enthusiastic over the campaign.

Car Weight Checked by John Staszewski, He Increases Revenue \$233.22

By S. U. Hooper,

Superintendent, Chicago Division

THERE have been several references in the MAGAZINE of late to the opportunity open to employes to save revenue for the Company by using extreme care in the weighing and reweighing of cars. Now comes the following case, a telling illustration of how much it means when an employe exercises his judgment and initiative on an occasion when he believes that the weight given for a carload of freight is not correct.

A car of machinery originated off our line, our connection being Hamler, Ohio, and was consigned to a large industrial concern in Chicago. It had indorsement on billing to weigh at Delray but the billing also contained stamp indicating that it was under shipper's weight agreement.

The car reached Chicago Yard on November 24, showing a billed weight of 24,000 pounds, but as it had been weighed at Delray and also carried

the agreement to weigh stamp, one of our employes, Chief Clerk John Staszewski, doubted the correctness of the weight. So he personally inspected the car and had it reweighed with the following results: Gross, 129600; Tare, 30400; Net, 99200. This increased the freight from \$74.40, as billed, to \$307.62, an increase of \$233.22.

Mr. Staszewski has been commended for his alertness and the connecting line had handled with the employe who made the error. A commendatory entry has also been placed on Mr. Staszewski's service record.

On Observation Car on No. 524

Man, defending Government control—"Well, they standardized the railroads!"

His friend—"Oh! that's what you call what they did to them?"

"Ernie" Baugh

The Journey of President-Elect Lincoln from Springfield to Washington for His First Inauguration in 1861

Note: We are indebted to Passenger Representative S. B. Hege, Washington, D. C., for gathering up from various sources much of the information contained in the following story; to the late John E. Spurrier for the story of Mr. Lincoln's passage through Baltimore, and to Miss M. Hazzard, Washington, D. C., for extracts from the letters of her father, Captain George Whitfield Hazzard, personal military aide to Mr. Lincoln.

It should be recalled that at the time of Lincoln's first inauguration the country was in a turmoil and political passions were at fever heat. The battle between the abolitionists and the secessionists was about to break, and Lincoln, as the great champion of National Unity, was villified and hated not alone in the South but also among the "copperheads" of the North.—Ed.

AS the time for the inauguration approached, Mr. Lincoln received invitations from the governors of various states to visit their capitals on his way to Washington. Lincoln was not fond of display, but his long experience had taught him the value of friendship, personal confidence and live sympathy. Therefore, the reply to these invitations was that he would visit a number of small cities, naming in particular Indianapolis, Steubenville, Columbus, Cincinnati, Cleveland, Pittsburgh, Buffalo, Albany, New York, Trenton, Philadelphia and Harrisburg.

The day set for the departure was Monday, February 11. A programme of special trains had been arranged, extending to Saturday, February 23, the day set for Mr. Lincoln's arrival in Washington.

Early on Monday morning the Lincoln family, including Mr. Lincoln, Mrs. Lincoln, and their three boys, Robert T., William and Thomas (called "Tad"), together with Mr. Lincoln's suite, made ready to depart. This party consisted of Dr. W. S. Wallace, John G. Nicolay, John Hay, Hon. N. B. Judd, Hon. David Davis, Col. E. V. Sumner, Major David Hunter, Captain George W. Hazzard, Captain John Pope, Col. Ward H. Lamon, Col. E. E. Elsworth, J. M. Burgess, George C. Latham, W. S. Wood, B. Forbes and other personal friends and dignitaries.

About a thousand of his friends and neighbors were gathered around the dingy little station at Springfield. It was a stormy morning, and the leave-taking was very solemn. Mr. Lincoln stood while the people filed past him to shake hands and to wish him good luck. The bells and whistles of the train interrupted the leave-taking and

Lincoln stepped aboard the train that was to take him to the Nation's Capitol. The conductor paused a moment with his hand on the bell rope. Mr. Lincoln appeared on the platform of the car and raised his hand to attract attention. Bystanders bared their heads to the falling snow-flakes and there Lincoln delivered his farewell address:

"My friends: No one, not in my situation, can appreciate my feeling of sadness at this parting. To this peace and kindness of these people, I owe everything. Here I have lived a quarter of a century and have passed from a young to an old man. Here my children have been born, and one is buried. I now leave, not knowing when or whether ever I may return, with a task before me greater than that which rested upon Washington. Without the assistance of the Divine Being who ever attended him, I cannot succeed. With that assistance, I cannot fail. Trusting in Him, who can go with me, and remain with you, and be everywhere for good, let us confidently hope that all will yet be well. To his care commending you, as I hope in your prayers you will commend me, I bid you an affectionate farewell."

Reminiscences of the Journey

The train was off, and from this time forward there were days of receptions, speeches, handshaking, cheers, salutes, bonfires, etc.

Of the journey itself we have several records, but there is, perhaps, no more interesting record than that contained in the letters of Captain Hazzard to his wife, written at intervals on the journey from Springfield

to Philadelphia. Captain George Whitfield Hazzard was of the Fourth Artillery, U. S. A., of the class of 1847, West Point. He had served in the Mexican War and was an adjutant at Fort McHenry. He was selected to be the military aide to Mr. Lincoln on his inaugural trip. His pass over the railroads for this purpose is still retained by his daughter, who resides in Washington. The inscription on it reads as follows:

SPECIAL TRAIN

Capt. Geo. W. Hazzard, U. S. A.

Sir: You are respectfully invited to participate in the courtesies extended to Hon. Abraham Lincoln, president-elect, by the several railroad companies, from Springfield to Washington on the 11th of February, 1861.

(Signed) W. J. Wood.

On the reverse side was the following:

Pass Captain Hazzard, U. S. A., on excursion train.

(Signed) T. A. MORRIS.

Pass Captain Hazzard, Columbus to Pittsburgh.

(Signed) T. L. JEWETT,

by L. DEVENNY.

Mrs. Hazzard was in Washington. The first letter she received was when her husband was in Columbus, viz.:

"Col. Skinner, Major Hunter and myself will travel with him (Mr. Lincoln) from here to Washington. This is confidential."

Concerning Mr. Lincoln's personal appearance, he writes: "Mr. Lincoln is by no means ugly; he is one of the most excessively pleasant men I ever saw."

Later he says: "Don't get disheartened about secessioners; Mr. Lincoln is just the man for the emergency * * * * * I believe

that we shall get to Washington without any trouble, but all preparation to avoid difficulty will be made."

From Buffalo, on February 17, came this letter:

"Horace Greeley came with us yesterday from Conneaut to Erie. He talks very much like a Quaker * * * * * We came into Cleveland through Euclid Street, and the scene was gorgeous * * * * * Do you recollect the finest house on that street, in fact, the finest in Ohio? A brownstone Gothic with observatory and spires on the roof? It is on the side of the street near the lake, and is the residence of Mr. Stone, president of the Lake Shore Railroad. Colonel Sumner, Judge Davis, Mr. Lamon and myself dined there on Friday evening. * * * * * There was a terrible jam at the depot yesterday. Mr. Hunter came very

near having his arm broken.

"As to your joining us in New York, I fear that it would be impractical, as Mr. and Mrs. Lincoln are worried almost out of their lives by visitors of both sexes. Every village sends a reception committee of 20 or 30, and some of them bring their wives, so that not only are all of the seats in the car taken, but the pass-way is filled with people standing. Neither the president nor his wife has one moment's respite, and they are evidently tired of it. However, I will feel Mrs. Lincoln's pulse a little, and if favorable, will telegraph you from New York."

"New York, Wednesday,
20th February.

"I suppose you have seen all about our movements. It is probable we shall be in Baltimore on Saturday, 22nd."

determine, but one for his friends to determine for him, that he finally agreed to submit to whatever was decided by those around him.

"It was most fortunate that General Scott was one of the guests at that dinner. He was wise and keen in perception and bold and swift in execution. The time was short, and if a change was to be made in Lincoln's route it was necessary for him to reach Philadelphia by eleven o'clock that night or very soon thereafter. Scott at once became master of ceremonies, and everything that was done was in obedience to his directions. There was a crowd of thousands around the hotel, anxious to see the new President and ready to cheer him to the uttermost. It was believed to be best that only one man should accompany Lincoln in his journey to Philadelphia and Washington, and Lincoln decided that Lamon should be his companion. That preliminary question settled, Scott directed that Curtin, Lincoln, and Lamon should at once proceed to the front steps of the hotel, where there was a vast throng waiting to receive them, and that Curtin should call distinctly, so that the crowd could hear, for a carriage, and direct the coachman to drive the party to the Executive Mansion. That was the natural thing for Curtin to

Harrisburg, and the Plans for the Secret Movement to Washington

From "*Lincoln and Men of War Times*," by Col. A. K. McClure

"THE two speeches made by Lincoln on the 22d of February do not exhibit a single trace of mental disturbance from the appalling news he had received. He hoisted the stars and stripes to the pinnacle of Independence Hall early in the morning and delivered a brief address that was eminently characteristic of the man. He arrived at Harrisburg about noon, was received in the House of Representatives by the Governor and both branches of the Legislature, and there spoke with the same calm deliberation and incisiveness which marked all his speeches during the journey from Springfield to Washington.

"It was while at dinner that it was finally determined that Lincoln should return to Philadelphia and go thence to Washington that night, as had been arranged in Philadelphia the night previous in the event of a decision to change the programme previously announced. No one who heard the discussion of the question could efface it from his memory. The admonitions received from General Scott and Senator Seward were made known to Governor Curtin at the table, and the question of a change of route was discussed for some time by every one with the single exception of Lincoln. He was the one silent man of the party, and when he was finally compelled to speak he unhesitatingly expressed his disapproval of the movement. With impressive earnestness he thus answered the appeal of his friends:

"What would the nation think of its President stealing into the Capital like a thief in the night?" It was only when the other guests were unanimous in the expression that it was not a question for Lincoln to

The Cover Picture of This Issue

The picture on the cover of this issue is a reproduction of an oil painting by Herbert D. Stitt, staff artist of our MAGAZINE. It portrays the arrival of Abraham Lincoln in the old Baltimore and Ohio station in Washington on the morning of February 23, 1861, just preceding his first inauguration.

The outline of the old Baltimore and Ohio station in Washington is faithful to the subject, as will be attested by many of our employes who saw it before it was torn down. Engine 236, which was used to bring Mr. Lincoln from Baltimore to Washington, is also faithfully portrayed.

The artist's conception of the great Civil War president is an unusually fine one, the dignity and strength of his character being well represented. His physical aspect shows his great height and awkwardness—yet his underlying bodily strength and poise, and the critical work before him is reflected in the stern and careworn appearance of his face.

Of the other figures in the picture, that immediately behind Lincoln is Ward H. Lamon, whom Lincoln chose from among his intimate friends in Springfield, Illinois, to accompany him on the trip to Washington, through cities whose loyalty to the Federal cause and hence to the president-elect, was not beyond question. Lamon was noted as a "minute" man, powerful of physique and expert in the handling of weapons, a likely bodyguard for his friend and president. Allan Pinkerton, the first of the well known Pinkerton family of detective fame, is in the extreme background. Elihu B. Washburn, who met Lincoln in the station, is at his left. Washburn was later secretary of state in the cabinet of President Ulysses S. Grant, and was also ambassador to France in 1869.

These three figures would be easily recognizable by people who knew the men, for they are painted from photographs taken at the time.

The other figures in the picture, the old darky on the left with the carpet bag, presumably Washburn's servant and coachman, and the engineer and fireman of the train, are conceptions of the artist, but none the less realistic.

do—to take the President to the Governor's mansion as his guest, and it excited no suspicion whatever.

"Before leaving the dining-room Governor Curtin halted Lincoln and Lamon at the door and inquired of Lamon whether he was well armed. Lamon had been chosen by Lincoln as his companion because of his exceptional physical power and prowess, but Curtin wanted assurance that he was properly equipped for defence. Lamon at once uncovered a small arsenal of deadly weapons, showing that he was literally armed to the teeth. In addition to a pair of heavy revolvers, he had a sling-shot and brass knuckles, and a huge knife nestled under his vest. The three entered the carriage, and, as instructed by Scott, drove toward the Executive Mansion, but when near there the driver was ordered to take a circuitous route and to reach the railroad depot within half an hour. When Curtin and his party had gotten fairly away from the hotel, I accompanied Scott to the railway depot, where he at once cleared one of his lines from Harrisburg to Philadelphia, so that there could be no obstruction upon it, as had been agreed upon at Philadelphia the evening before in case the change should be made. In the meantime Scott had ordered a locomotive and a single car to be brought to the eastern entrance of the depot, and at the appointed time the carriage arrived. Lincoln and Lamon emerged from the carriage and entered the car unnoticed by any except those interested in the matter, and after a quiet but fervent "Good-by and God protect you!" the engineer quietly moved his train away on its momentous mission.

"As soon as the train left I accompanied Scott in the work of severing all the telegraph lines which entered Harrisburg. He was not content with directing that it should be done, but he personally saw that every wire was cut. This was about seven o'clock in the evening. It had been arranged that the eleven o'clock train from Philadelphia to Washington should be held until Lincoln arrived, on the pretext of delivering an important package to the conductor. The train on which he was to leave Philadelphia was due in Washington at six in the morning, and Scott kept faithful vigil during the entire night, not only to see that there should be no restoration of the wires, but waiting with anxious solicitude for the time when he might hope to hear the good news that Lincoln had arrived in safety. To guard against every possible chance of imposition, a special cipher was agreed upon that

could not possibly be understood by any but the parties to it. It was a long, weary night of fretful anxiety to the dozen or more in Harrisburg who had knowledge of the sudden departure of Lincoln. No one attempted to sleep. All felt that the fate of the nation hung on the safe progress of Lincoln to Washington without detection on his journey. Scott, who was of heroic mould, several times tried to temper the severe strain of his anxiety by looking up railway matters, but he would soon abandon the listless effort, and thrice we strolled from the depot to the Jones House and back again, in aimless struggle to hasten the slowly-

passing hours, only to find equally anxious watchers there and a wife whose sobbing heart could not be consoled. At last the eastern horizon was purpled with the promise of day. Scott reunited the broken lines for the lightning messenger, and he was soon gladdened by an unsigned dispatch from Washington, saying, "Plums delivered nuts safely." He whirled his hat high in the little telegraph office as he shouted, "Lincoln's in Washington." and we rushed to the Jones House and hurried a messenger to the Executive Mansion to spread the glad tidings that Lincoln had safely made his midnight journey to the Capital."

Mr. Lincoln Passes through but Does Not Stop in Baltimore

RAILROAD officials, particularly Mr. Felton, president of the Philadelphia, Wilmington and Baltimore Railroad, over which Mr. Lincoln was traveling, wished him to make a safe journey. All precautions had been taken. Rumors came that bridges on the railroad would be burned. For this reason, Mr. Felton gathered together some of the best detectives in the country and set them to whitewashing the bridges between the Susquehanna and Baltimore. This was an action which startled the people, who did not know that this whitewash consisted of salt and alum, which would tend to make the bridges fireproof.

Strange to say, there had been no invitation from Maryland's governor nor from her legislature to the new president to visit Maryland's capital; neither was there any invitation from the mayor of the city of Baltimore. Mr. Lincoln's party had met with several minor accidents in friendly towns, and he did not know what to expect in a city where there were no indications that the city authorities would endeavor properly to protect the party. The only invitations that were extended Mr. Lincoln from the city of Baltimore were from the proprietor of the Eutaw House, and from Mr. Gittings, president of the Northern Central Railroad.

The following account of the journey of Mr. Lincoln through the city of Baltimore was sent to the *MAGAZINE* by the late John Ed. Spurrier, shortly before Mr. Spurrier's death.

"President A. Lincoln passed through Baltimore on the night of February 22, 1861. My understanding of President Lincoln's trip from the West to take his seat at Washington is from conversations which I overheard between Alex. Diffey,

general superintendent of trains, and my grandfather, Thomas Spurrier.

"Mr. Lincoln was to arrive at Calvert or Bolton Station (N. C. R'y), Baltimore, via Harrisburg, Pa., but because of threats, the route was changed so that he would arrive via the Philadelphia, Wilmington, and Baltimore Railroad (President Street Depot). Here the Baltimore and Ohio Railroad teams would haul each car of the train via Pratt Street to Howard, and Howard Street into the Camden Station Yard.

"The entrance to the passenger yard from Howard Street crossed Camden Street, curved around the east end of the station building, the track running alongside the platform under the shed, where the passengers boarded and left the cars.

"The threatening crowd crowded the station platform from which the train was scheduled, on Mr. Lincoln's arrival, to depart.

"But "Daddy" Smith, or "Tim" Murphy, in charge of the team hauling Mr. Lincoln's car, was instructed, on Pratt Street, to lead his team quietly through the back track, instead of to the platform. Engine 236 was on the back track, in readiness to take Mr. Lincoln's car to Washington. This worked fine, and while the threatening crowd awaited the arrival of Mr. Lincoln's car on the regular track, Mr. Lincoln was out of sight and on his way toward Washington. Another engine took the regular train. "Daddy" Smith, "Tim" Murphy and the others connected with this trip have passed away. My uncle, Alex. Diffey, and W. P. Smith had arranged the switch-off, as they arranged many others during the Civil War. Engine 236 was one of the finest engines of the day."

Mr. Lincoln's Arrival at Washington

From "Reminiscences of Abraham Lincoln," by Elihu B. Washburne

I WAS on hand in season but, to my great disappointment, Governor Seward did not appear. I planted myself behind one of the great pillars in the old Washington and Baltimore depot, where I could see and not be observed. Presently the train came rambling in on time. It was a moment of great anxiety to me * * * * * When the train came to a stop I watched with fear and trembling to see the passengers descend. I saw every car emptied and there was no Mr. Lincoln. I was well nigh in despair and about to leave when I saw slowly emerge from the last sleeping car three persons. I could not mistake the long, lank form of Mr. Lincoln, and my heart bounded with joy and gratitude. Any one who knew him at that time could not fail to recognize him at once. The only persons that accompanied Mr. Lincoln at that time were Pinkerton, the well-known detective, and Ward H. Lamon. When they were fairly on the platform a short distance from the car, I stepped forward and accosted the president.

"How are you, Lincoln?"

At this unexpected and somewhat familiar salutation the gentlemen were apparently somewhat startled, but Mr. Lincoln, who recognized me, relieved them at once by remarking in his peculiar voice:

"This is only Washburne."

Then we all exchanged congratulations and walked out to the front of the depot, where I had a carriage in waiting. Entering the carriage, we drove rapidly to Willard's Hotel, entering on 14th Street before it was fairly daylight.

We had not been in the hotel more than two minutes before Governor Seward hurriedly entered, much out of breath, and somewhat chagrined to think that he had not been up in season to be at the depot on the arrival of the train.

Mrs. Lincoln Passes through Baltimore

Col. McClure says further that Mrs. Lincoln and her suite passed through Baltimore on the 23d without any sign of turbulence. The fact that there was not even a curious crowd brought together when she passed through the city—which then required considerable time, as the cars were taken across Baltimore by horses—confirmed Lincoln in his

belief. It is needless now to discuss the question of real or imaginary danger in Lincoln passing through Baltimore at noonday according to the original programme. It is enough to know that there were reasonable grounds for apprehension that an attempt might be made upon his life, even if there was not the organized band of assassins that the detectives believed to exist.

Herth Now Ohio Division Engineer

ON January 1, C. E. Herth was appointed division engineer of the Ohio Division, with headquarters at Chillicothe, vice J. L. Maher, transferred.

A "Thank You" New Year Card Suggests Why Agent Mulvey Gets and Holds Business

THE success of the Railroad in getting and holding business in any community, and particularly in the small city and town, may be gauged by the all-around ability of the agent representing the Railroad there. Where the agent takes a personal interest in seeing that the customers of the Railroad get good service, he attracts to the Railroad much more business than it would get through a less interested type of man.

As an illustration of how an agent can help establish a pleasant feeling of friendship between the Railroad and its patrons, we quote a message sent out on an attractive little New Year card by Agent T. O. Mulvey at West Newton, Pennsylvania, to the patrons of the Baltimore and Ohio in that community, as follows:

The Baltimore and Ohio Railroad, its agent and operating officials, express their thanks and appreciation for the very liberal patronage received from your firm during the year 1921, and wish you a prosperous year during 1922. We assure you it will be our pleasure to serve you in every way possible.

THE BALTIMORE AND OHIO
R. R. CO.,
T. O. MULVEY, Agent.

This card was not sent to the MAGAZINE by Agent Mulvey, but by

A New Operating Man

By GEORGE K. SEIBERT,
Dispatcher, Camden Station

THERE have been many railway accidents in France since the Armistice; so many in fact, that almost every edition told of a catastrophe.

In the Jardin du Luxembourg at Paris I saw a dozen or more youngsters playing train, so I made some inquiries as to the personnel of the game.

"What are you?" I asked the first kid.

"I'm the Chef de Gare," (the station master), he proudly replied.

There were engineers, brakemen, firemen, etc. Finally I came to the last kid.

"And what do you do?"

"I telescope the trains."

"Telescope the trains?"

"Oh yes, the trains are always telescoped."

one of the officers of the Pittsburgh Division who recognizes in Agent Mulvey a valuable representative of the Company, and who has this, in substance, to say about him:

"Agent Mulvey has been in the employ of the Company on this division for a good many years. We now enjoy the larger part of the patronage of the 84 firms and business houses in West Newton, and I feel that this is entirely due to the efforts of 'Tom' Mulvey. Although business all over the System was very bad in November, 1921, 'Tom' was able to show an increase for his station over the same month of 1920.

"The New Year greeting which he sent our patrons is the most recent indication of the spirit of appreciation and service which he constantly shows them in his territory. He is up against competition but seems to thrive on it and is making a fine record for himself and the Baltimore and Ohio.

"I only wish that all the agents on the Railroad were of his same appreciative type, interested in seeing that patrons get good service and that they are sure of our appreciation of their patronage. We have others like 'Tom' Mulvey, but he is in my mind an outstanding example of the capable, painstaking, interested and loyal employe."

"Billy" Sunday Says that Capital, Labor and the Public Are Like a Three Legged Stool

The great evangelist sends a message on Americanism to the employes of the Baltimore and Ohio

By Rev. William A. Sunday

FOR eight years I played baseball with the Chicago, Pittsburgh and Philadelphia National League clubs. There are two things that cause a manager to lose sleep and will wreck the chance of any club to win the pennant. 1st. Factions and divisions in a team. 2nd. Men playing for individual records.

Allow these same principles to work in any industry and they will wreck it. Factions between Capital and Labor will stop the wheels of any railroad or put out the lights in any factory. There must be no conflict between Labor and Capital. Their interests are inseparable; if you destroy one you destroy both; neither can exist without the other. There will be differences of opinion and these can be harmonized by arbitration but not by catch-as-catch-can methods.

You pull the gloves off the hands of most railroad presidents, general managers and superintendents and you will find them calloused by toil, for they started at the bottom.

Next to the religious life of a nation nothing is so vital to its prosperity and to the welfare and happiness of the people as its transportation system. Railroads bear the same relation to the life of a nation that the circulation of the blood does to the human body. When the railroads stop we are headed for the scrap pile. When your heart stops you are on the side track, switch locked, lights out.

Capital, Labor and the Public are like a three-legged stool. Neither is first, second, or third. Neither can stand without the other. What injures one injures all.

At the bottom lies the fact you can't divide more than you have. You can't take a bushel and a half from a bushel.

When Capital says: *I want a bushel and a half—you can't have it—haven't got it.*

When Labor says: *I want a bushel and a half—you can't have it—haven't got it.*

When Capital says: *I want a bushel—can't have it—that's all there is.*

When Labor says *I want a bushel—can't have it—that's all there is.*

The railroad will stop if the cap-

italist gets nothing for his investment.

The railroad will stop if the laborer gets nothing for his work.

Capital can't hog it all. Labor can't hog it all. The Public can't hog it all. Each must consider the interests of the others.

Neither business nor the nation can be run by any one class.

The people as a whole would resent a government by the capitalistic class. They would resent a government by the labor unions. Above all they would resent a government by the radical, socialistic, I. W. W. bunch of either capital or labor.

The conservative men in the ranks of labor find it hard to restrain the radical leaders who seem to be out to grab all they can regardless of the rights of Business or the Public. It's the "whooper up boys," the "hell with the law or the public" type of leaders, who seem to get a following. Such birds are to Labor what blowflies are to meat—they turn it into maggots. We have reached the point where if civilization endures the nations of the Earth must pledge to study war no more and Capital and Labor must follow suit.

We have made American citizenship too cheap. We have allowed too many of these infamous, God-forsaken, white-livered, splenetic-hearted spawn of the anarchistic-bolshevistic class to sneak in under the cover of immigration. They don't come to build homes but to undermine honest labor and flaunt the red rag of rebellion. There can be no red in our flag without the white and the blue. The theory that men should loaf on the job, thereby causing underproduction and so make work for more men, is a damnable heresy from Europe.

The time has come to call in the wrecking crew and send out the construction gang.

I favor a law which will send a man back across the seas, if, at the end of five years he has not taken out his first naturalization papers and shown a determination to become an American.

There can be no neutrality in Americanism.

The issue of who is who in America must be fought to a finish. It's a dead open and shut proposition. You can't get away from it. It is

like the negro soldier over seas. He went up to one of the big siege guns and asked: "Cap'n, how far will dat gun shoot?" "Twenty-five miles, Mose."

"Good Lord a massy, man, nigger run all day, then get shot at night."

I am not in favor of government ownership of railroads. I believe private ownership affords the most efficient service and management.

I have always contended that the highest type of citizenship makes up the personnel of the railroad fraternity, employers and employes. Whatever produces a greater unity of spirit between the two will benefit the whole nation.

A husband and wife had quarreled, long and bitter had been their strife. They decided to walk down life's pathway apart. One day they chanced to meet at the grave of their first born, the child of their youthful strength. They looked at each other, cold, hard, defiant. They looked down upon the mound of earth that covered the sacred dust of the child that once formed the golden link that bound their hearts in love. They knelt one on either side of the grave and buried their faces in the withering flowers. Then they stretched out their hands to each other and an angel washed all the bitterness out of their hearts with a flood of tears. They arose and locked arms to walk down life's pathway side by side.

So let Capital and Labor bury their differences, neither try to destroy the other, knowing their interests are one, and we will sing with a new meaning:

My Country 'tis of Thee,
Sweet land of Liberty,
Of Thee I sing.

—

Knew the Other "Missus"

SEVERAL years ago Martie and Jimmy, two children of one of our officers, were bantering each other about spelling. The little girl was trying to recite quietly to her mother. Her brother said "You don't know how to spell. You don't even know Mississippi." "No," said the little girl, "I don't know Mississippi, but I do know Mrs. Hendley," who was the next-door neighbor.

Double-Barrelled Service

A Problem—a Puzzled Passenger—and the Pleasing and Profitable Product

The Philadelphia Ticket Office was buzzing with an unusual rush of business. The Passenger Representative was beaming his approbation upon the crowd and upon the way that the business was being handled. A man made his way toward a ticket window but saw that he would have to wait a few minutes before his turn came. Our Passenger Representative took in the situation and stepped up to him.

"I am passenger representative of the Baltimore and Ohio here; is there something that I can do for you, Sir?" he asked politely.

"Perhaps you can," said the man, turning toward him. "I am stopping at the Ritz-Carleton with a party of five and we want to drive to Atlantic City, provided we can secure a safe automobile and a competent driver who will get us there and back in time to take an evening train for the West."

"Just a minute, please," replied our representative. He picked up a telephone, called a reliable taxicab company of Philadelphia and found that a seven-passenger car with a careful driver could be sent to the hotel as soon as the gentleman wished; that he could make the trip to Atlantic City, spend several hours there, and return in time to catch an evening train for the west.

The information received, the gentleman expressed his thanks and asked that the automobile be sent to the hotel in twenty minutes. Then, turning to our man, he said:

"This explains something which has been puzzling me for the last few days. When in Washington recently I was referred to the Baltimore and Ohio ticket office for information. There I met one of your representatives and told him that I was a stranger in Washington, that I desired to remain for a few days, and that I would like to secure accommodations in a good hotel. He named several and I selected one. This he immediately telephoned, and in a few minutes I had two rooms booked for myself and party. I thanked him for his kindness but at the time wondered why he should have inconvenienced himself to assist a traveler in a matter in which he could have had no direct revenue interest. Now that you have helped me in arranging this trip to Atlantic City, I understand just what I heard about Baltimore and Ohio people—that they are trying in every way to accommodate the traveling public. And just to show you that I appreciate the courtesy, you may book my entire party from Philadelphia to Salt Lake City over your own line and any connection beyond that you may select."

Unquestionably the two experiences have made more than one firm friend for us, for the gentleman will tell the story and its influence will grow and grow! Have you ever estimated the satisfaction which you, personally, can get out of an act which starts a chain of appreciative friendship such as this—without even considering the dollar value it means to your Railroad and to you?

President Willard to the Veterans

He Discusses Questions of Absorbing Interest to All Baltimore and Ohio Employees

AFTER the organization of the Annual Convention of the Grand Lodge of the Baltimore and Ohio Veterans had been completed on the morning of January 5 in the Assembly Room of the Baltimore and Ohio Building, the delegates arose and heartily applauded President Willard as he entered the room to greet them and talk over with them certain aspects of the railroad situation. Mr. Willard was manifestly greatly pleased with the cordiality of his reception and after a brief presentation by George W. Sturmer, grand president of the Veterans, smilingly acknowledged his pleasure in being with them. While the guest badge of the convention was being pinned on him, he pointed to the Veteran's emblem button in the lapel of his coat, and told them how proud he was to wear it. He also reminded them that 23 years had elapsed since he first entered the service of the Baltimore and Ohio as assistant general manager in 1899, and that despite the break in his service with the Company from 1901 to 1910, he has now been president since 1910 and it will not be long before he will be able to wear the Veteran emblem, not alone by virtue of the honorary membership to which he has been elected, but also because he will have completed the 20 years of service required for active membership.

The Pension

Recognizing that the pension is a subject to which the Veterans have been giving a great deal of attention, President Willard addressed himself first to it, and said:

"Mr. Sturmer just said that there were a number of things that he would like to have me speak about, but he referred particularly to the matter of pensions for retired Baltimore and Ohio employees. I fear there is not much that I can say in that connection at this time that will be very encouraging. I know that the pensions which are now being paid to Baltimore and Ohio employees are inadequate when considered in connection with the present cost of living, but the pension payments, as you know, are made wholly by the Company itself. The employees under existing arrangements make no contribution to that end.

"While the Company has had this subject under consideration at different times for a number of years, there has also been confronting us a condition which has simply made it impossible to obtain the approval of the Board to an increase in that direction. I do not mean to say that the Board has been unwilling to approve of an increase in pension payments, because I have never so far recommended to the Board definite action in that connection, and my reason for not doing so was because I did not feel that the Baltimore and Ohio Company, certainly within the last five or six years, was in position to assume increased expenses of that character.

"As you undoubtedly know, the Baltimore and Ohio Company at the present time is paying no dividends upon approximately \$150,000,000 of common stock outstanding. The stock of the Company is owned by about 36,000 different people, and the average number of shares held by each stockholder is 60. We have about 13,000 women shareholders who hold an average of 31 shares each, and there are upwards of 20,000 of our shareholders who own less than 20 shares each. This statement, I am sure, will make clear to you that the Baltimore and Ohio Company is not owned by a very few wealthy persons, but is owned by a very large number of persons chiefly in moderate circumstances, and many of them have felt keenly the loss of dividend payments upon their common stock during the last two years, and until we are in position to resume reasonable payments to our common shareholders, I would not feel justified in recommending to the Board that the Company increase the present basis of pension payments. I hope that in the reasonably near future, as conditions become generally more normal, that the Baltimore and Ohio Company will be in position to resume payments upon its common stock, and, when that time arrives, I shall be very glad to give serious consideration to a readjustment of our present pension payments. I think under existing circumstances they ought to be higher.

"It has been suggested to me that the employees of the Baltimore and Ohio Company would be glad to co-

operate with the Company with reference to this matter, setting aside each month a certain portion of the wages earned in order to build up in that way a fund from which larger pension payments could be made. I think there is much to be said in favor of such a plan, and I repeat that I will be very glad to give consideration to any suggestions or recommendations which the Baltimore and Ohio employees may desire to make in this connection, as soon as the condition of the Company is such in my opinion to justify me in so doing.

Action of Veterans in Threatened Strike

"There is one other matter that I would like to say just a little about at this time. I have been told that some feeling was engendered among the members of the Baltimore and Ohio Veterans' Association last fall because of action which was taken by a number of the divisions with reference to the threatened strike in Chicago. I am glad of this opportunity to explain my position in that connection.

"The Baltimore and Ohio Company at the time of the threatened strike, had no unadjusted matters in dispute with the men in its employ—at least there were no questions of any importance unsettled at that time—and there were then in effect schedules signed by the representatives of the Company and by the representatives of the train and enginemen. The Baltimore and Ohio Company was carrying out the orders of the Labor Board, an agency created by the Congress itself. The strike which was threatened was said to be in opposition to the order of the Labor Board reducing the wages of train and engine men. I had occasion at different times to talk with a number of members of the Baltimore and Ohio Veterans' Association about this matter, and I explained the position of the Company. Later on when the strike seemed imminent, I said to some of the Veterans with whom I was acquainted, that I thought the Veterans might with propriety send messages or letters to their labor leaders and to the members of the Labor Board itself urging that the threatened strike be called off.

"Whatever feelings I may have had concerning the merits of the strike,

please understand that at the time referred to I made no mention whatever concerning what position the men in the Baltimore and Ohio service should take in case the strike actually should be ordered. I felt that in a way that was a matter for each man to decide for himself. If the strike had actually been called, I might and very likely would have sent a general message to Baltimore and Ohio employees before it really took place, telling them of my views on the subject. The point I wish to make is that the only suggestion I made to any member of the Veterans' Association was that efforts should be made to get the strike postponed or absolutely declared off. It seemed to me at that time, and it seems to me now, that action of this character was perfectly proper for the Veterans' Association and could not properly be criticised by anyone, whether he was or was not a member of any labor union. Certainly every individual, regardless of what society or organization he may belong to, has the right to express his opinion concerning any impending action. I urged Baltimore and Ohio Veterans to so express their views, and some divisions did so. I am told that others would probably have taken the same action if they had had time to do so before the strike was declared off.

"In short, I think the action was perfectly proper on the part of Baltimore and Ohio employees, and I have no doubt that the messages which were sent out had some influence with those to whom they were addressed. The fact that the strike was actually declared off is the best proof possible that the Veterans were right in asking that such action should be taken, and I want to say now to the delegates from the different divisions that I appreciate very much indeed the course pursued by the Veterans at the time in mind, and I repeat that in my opinion such procedure was perfectly proper and had no bearing whatever upon the relations existing between any man and the union to which he belonged. It was simply an effort to prevent action which, if taken, would have been unwise, and, I believe, much regretted by all concerned.

Our Record for 1921

"Mr. Sturmer suggested that I might say a word about conditions on the Road today. The Baltimore and Ohio Company has in its employ at the present time about 56,000 employees. On the same day a year ago there were over 81,000 persons in the employ of the Company. The business which the Company has handled this past year is about 30 per cent.,

nearly one-third less than the business handled the year before, and the cost of operating the property has been very high, due not only to the high wages which the men themselves are receiving, but also to the high prices which the Company is obliged to pay for all the materials which it uses.

"When I speak of the high wages which employees are receiving, I wish you to understand that I am not at this time speaking of such wages in criticism. I am sure we will all agree that they are high; are, in fact, very high when compared with wages that were paid before the war, but whether they are any higher than they ought to be under the circumstances is a matter concerning which I prefer to express no opinion at this time. But however that may be, the cost of operating the railroads, because of the higher wages and the higher prices which we are obliged to pay for iron, steel, ties and coal, and also because of the many changes in methods which have come about within the last five or six years, is much higher. It costs the Railroad very much more to run a train, to carry a ton of freight, or carry a passenger than was the case formerly, and we have been obliged, on account of the great decline in business, to make every effort possible to reduce our expenses.

"This has made it necessary to lay off a very large number of men. Personally I have been very sorry that such action was necessary. While as a rule no one likes to change his employment under any circumstances, it is not always a hardship if one is able to obtain employment promptly elsewhere, but it is of course a very great hardship upon any man to lose his position and then be unable to find satisfactory work, or even work of any kind, elsewhere. I speak of this matter with first hand knowledge, because I know what it is to be out of work and unable to find employment for many weeks at a time. I am sorry that we have been obliged to lay off so many men, but it cannot be helped. It seems reasonable to expect, however, that business will gradually get better after a while, and as it does get better, I hope we will be able to restore to work many of the men who are now on furlough.

Leasing Railroad Shops to Outside Interests

"Mr. Sturmer asked me the other day what the policy of the Baltimore and Ohio Company was or would be concerning the leasing of its shops to outside companies. I told him that at the present time the Baltimore and Ohio Company had no intention of making any such arrangement. I said that of course I could not say

definitely that we would never do so, but I could say definitely that we had no intention of doing so at the present time, and our action in the future would depend on conditions at that time. I said to him that as long as we could do our own work at home and in our own shops cheaper or just as cheap as we could get it done elsewhere, it would be our policy to do all of our work ourselves with our own organization, but if it became apparent that we could arrange to have our cars and locomotives repaired at outside shops for much less than it would cost us to make the repairs at home, I felt it would be my duty to make arrangements of that kind in the interest of economy.

"So far—during the last year at least—we have not arranged for any work at outside shops. We are investigating the matter at the present time, but I repeat that we have no definite plans in that connection just now. However, even if we should arrange to send some of our cars and engines away for repairs, I should be very reluctant to turn the management of our own shops over to anyone else, unless it could be very clearly shown that someone else could run them much better than they can be run by our own officers; but in such event and before I would be willing to make such a change, I should want to talk with our men about the matter and explain the situation thoroughly to them and give them the first opportunity to do the work in case they wanted to do so.

Appreciation of Resultful Teamwork

"It is fitting for me to say just a word also in appreciation of what the Baltimore and Ohio Veterans, and in fact all Baltimore and Ohio employees, have done during the past year to increase the business of the Company and to improve its reputation. A year ago, foreseeing the slump in business which was even then beginning to be manifest, I said at the meeting of Veterans which took place in this city, that I hoped they would do what they could when they went home, to procure additional business for the Baltimore and Ohio Company, and I pointed out to them that additional business would mean more work for Baltimore and Ohio employees. I also said that out of every dollar which the Company collected from the public for carrying freight and passengers, approximately 60 cents was paid directly to Baltimore and Ohio employees; that the employees, in fact, received their wages, which took considerably more than one half of every dollar earned, before anybody else was paid for anything else.

"The response which was made to this request was very gratifying, and I am told that we have definite record of more than 2,100 carloads of freight which were shipped over the Baltimore and Ohio in the last 12 months as a result of solicitation by Baltimore and Ohio employees whose duties did not require them to do work of that character. The Baltimore and Ohio Company probably received more than \$130,000 because of this additional business, and it is safe to say that at least \$65,000 of the money so received was paid out directly in wages to the men and women employed by the Company.

"Your response was so gratifying last year, that I am going to repeat my request this year, to secure such additional business for the Company as is possible for you to secure. Once more also I want to ask you to keep in mind that you are a part of the Baltimore and Ohio organization; that you cannot in fact meet with the fullest measure of success unless the Company with which you are identified is successful. The more prosperous the Company is, the more prosperous you will be; the more money the Company earns, the more money it will be able to pay out directly for wages, and not only that, the more money it will have with which to repair and maintain its tracks, cars and engines—and I do not need to tell you that good track, good cars and good engines mean good railroading, mean safe railroading and mean more comfort for every one of us who has anything to do with the affairs of the Company.

Paramount Influence of Courtesy

"There is much that you can do to be helpful in other ways than simply by asking people to travel on the Baltimore and Ohio line, or to ship their freight over its rails. People as a rule like to do business with companies or concerns who treat them courteously and considerately. You would probably not long continue to trade with a grocer or merchant who seemed indifferent to your patronage, or with one who apparently did not care whether his goods suited you or not. We are all human and I am certain that we all feel exactly the same concerning such matters; and the same truth applies to the railroad.

"I suppose that more than half, perhaps as much as three-fourths, of all the business moved by the railroads has a choice of one or more railroads over which to move. As an illustration, there are five main trunk lines running from Chicago to New York. One can ship his freight over any one of these lines at exactly the

same charges, and there are many other combinations of lines over which the charges are the same between the same points, and naturally the man who has goods to ship will send them over the line from which he believes he will get the best and most satisfactory service. The word "service" embraces a good deal. It takes into account the manner in which the shipper is answered when he makes inquiries concerning rates, the time of departure of trains, etc. It takes into account also the condition of the car in which the freight was loaded, the careful manner of loading it, the time consumed in moving it from one place to another, its condition when delivered at its final destination, and all of the things that have to do with the transaction.

The Ideal Railroad

"I hope Baltimore and Ohio employees in every grade of the service will feel a sympathetic interest in the affairs of the Company and will do what they can to build up for the Company a good reputation, because that will mean more business and more business means more prosperity for us all. I hope you will all use your influence in having the Baltimore and Ohio Company looked upon as a good neighbor wherever it goes and in all the places where its shops are located and its employees live in large numbers. I hope you will all tell those with whom you talk, that the Baltimore and Ohio Company is anxious to do all the things that a well-managed, well-equipped public utility ought to do.

"We want to serve our patrons in such a way as to meet their reasonable requirements; we want to serve

them in such a way as to make them our friends, because we know that if we can accomplish that, we will be sure to retain their business in times when there is not business enough to go around, such as is the case just at the present moment. I am certain that if every member of the Veterans' Association will use his influence at all times to make friends for the Baltimore and Ohio Company, that such action on his part will do more to bring to us additional business than anything else that can possibly be done, remembering always that additional business means more work for more men.

Together We Can Make the Baltimore and Ohio the Best Railroad

"No matter how hard we try, we cannot make the Baltimore and Ohio Railroad the greatest railroad in the world, or the straightest or the richest railroad, but we can, if we will only try hard enough, create for it the reputation of being the best railroad in the world in point of service. We can do that. I cannot do it alone. You cannot do it alone. But all of us working together can do it, and I earnestly desire your cooperation in this way."

F. J. Angier, President American Wood Preservers' Association

OUR superintendent Timber Preservation, F. J. Angier, was elected president of the American Wood Preservers' Association at their Eighteenth Annual Meeting, Chicago, January 24, 25 and 26. A charter member of this Association, during the eleven years Mr. Angier has served as Secretary-Treasurer, it has grown from a membership of 20 to nearly 500.

Are You Interested in Your Work?

A good bulletin by Supervisor Shafferman, posted on all bulletin boards on the Monongah Division

Did you ever stop to think how much time would be saved in this world if none had to be told any certain thing more than once?

Can you figure in your imagination what the effect would be all around if everybody was so alert and in earnest that they could and did take everything which was told or demonstrated to them in their minds in such a way that the same thing need never be said to them again?

What a relief to the patient, painstaking teacher to have such a pupil!

What a relief to the child who is constantly nagged by parent or teacher to get results and get them quicker!

How much faster a workman could get to the top of his line if he gained the reputation of taking and assimilating the ideas of the boss so that the one interview would be enough on any one issue.

"An impossible ideal!" you say, but it is quite within the realm of possibilities to make this condition obtain much more generally.

Are you interested enough to pay attention to the next order or suggestion which is given to you, so that you will make the thought your own as soon as you hear it? Try it out today!

"What the B. & O. Does with Seven Feet of Carpet, a Souvenir Postal, a Rubber Stamp and Six After-Dinner Mints."

The Little Schoolmaster's Classroom

THE first lesson this week is on "Creating Corporate Personality, or What the B & O Does with Seven Feet of Carpet, a Souvenir Postal, a Rubber Stamp, and Six After-Dinner Mints."

The Schoolmaster had to go to Washington. Recalling the advertisements in the New York newspapers announcing that the Baltimore & Ohio Railroad trains leave from Pennsylvania Station on Seventh Avenue, New York, and never having traveled on the B & O but being willing to try almost anything once, your mentor reserved a seat on the B & O train leaving New York at 2:25 P. M.

A vague impression prevailed in the Schoolmaster's mind that for some reason or other the B & O was rather well thought of down South though for the life of him all he could remember about the road was that Daniel Willard is or was its president, and a snatch of a refrain from one of the old cylindrical phonograph records ending, "On the crooked B & O—Put me off at B-u-f-f-a-l-o."

The trip to Philadelphia did not develop any noteworthy incident. In fact, it was not until the Schoolmaster started for the dining car after leaving Wilmington that he became really conscious of the B & O as a corporate personality. As he stepped from the last Pullman platform into the vestibule of the diner he noticed that a strip of carpet some seven feet long was spread from the Pullman door to the diner door, covering the wobbly bumper-heads that usually make such precarious footing.

"Rather thoughtful," noted the Schoolmaster.

Entering the car he was assigned a table by the "captain," and a menu and order slip were placed before him. Rubber stamped on the order slip was the information. "The steward in charge of

this dining car is Mr. H. R. Mass." There was nothing new about this featuring the name; they do it at the ticket offices at Grand Central. Nevertheless it did take off the edge of the impersonality of the car, for here was a man the Schoolmaster could call by name if he wished to. And he did.

Turning to the menu, he found that the top section was illustrated with a view of Harper's Ferry, West Virginia, "on the Main Line of the B & O Railroad," in full color. Closer scrutiny developed that this section was perforated and formed a post card, "Compliments of Dining Car Department, Baltimore & Ohio Railroad." This was just what the Schoolmaster wanted, to drop in the box addressed to his boy at home the minute he reached Washington. Very thoughtful.

"What's this Baltimore & Ohio Special Dinner, \$1.25?" inquired your pedagogue, addressing Mr. Mass.

Mr. Mass described the meal. "Sounds good."

"Oh; it is sir—very good. Whatever you see marked 'B & O Special' you can know is good." He said it, not boastfully but with conviction tinged with pride. That settled it. And there was a friendliness and hominess about the feeling that one could safely take "pot luck" on the B & O!

When the last bite of the delicious "B & O Special Dinner" was safely tucked away under the Schoolmaster's belt he had just one fault to find with the road. He liked its seven feet of carpet connecting the vestibules, and he appreciated the souvenir postal, and he was pleased to be able to know somebody in the car to call by name. But why did they tempt a traveler into eating more than was comfortable?

Whereupon he looked down at a silver tray which the waiter had

Reproduced from an unsolicited editorial in "Printers' Ink" Jan. 12, 1922.

PRINTERS' INK

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just placed in front of him, and lo!—a little roll of six after-dinner mints, "Compliments Baltimore & Ohio Railroad."

It seemed to the Schoolmaster almost as though he was a guest of Mr. Willard!

And so, as he sits here in the Pullman, still an hour out of Washington, promising himself to go back on the B & O, your preceptor writes this little lesson while it is fresh in his mind. For if a great, soulless railroad corporation can get its personality across so effectively—and so profitably—with a seven-foot strip of carpet, a souvenir postal, a rubber stamp and six after-dinner mints, all of which the traveling public really pays for anyway, does it not offer a big lesson to other businesses which would profit greatly did those whose mission it is to express them, study a bit harder to create a more definite, a more pleasing corporate personality?

There is nothing new in this lesson. It is merely the old, old principle of taking thought of the little things that count for so much in life and making them do a big job of friend-making for a corporation that is otherwise inarticulate.

Baltimore & Ohio Railroad

— the road of personal service

Here's a Crew that Makes Every Pound of Coal Count

By R. A. Vernon, Road Foreman of Engines, Newark Division

THE accompanying photograph is of engine 889 operating on trains 57 and 58 between Zanesville and Parkersburg. It stands at the head of our individual fuel performance for November, 1921, a result brought about by the close cooperation of the engine and train crew who appear alongside of the engine. The men in this line are in order: First, Engineer A. B. Preston; Conductor E. T. Raymond; Baggage-man C. E. Cook; Fireman Sulvanus Stone and Brakeman D. V. Brithgan.

Mr. Reynolds is one of our passenger conductors who is making a special effort to save fuel and, with the cooperation of his crew, has assisted this engine crew materially in going to first place on our individual fuel performance for November. He is much elated over the result, as these men have been operating this run for some time and are working together and feel they can accomplish as much as any crew in regard to economical operation.

The performance of this crew has been close to the top each month, but on account of having a number of energetic competitors it has required close attention on the part of the entire crew to reach a percentage that would put them at the top. However, they continued their efforts until they reached the best performance on the Newark Division, and

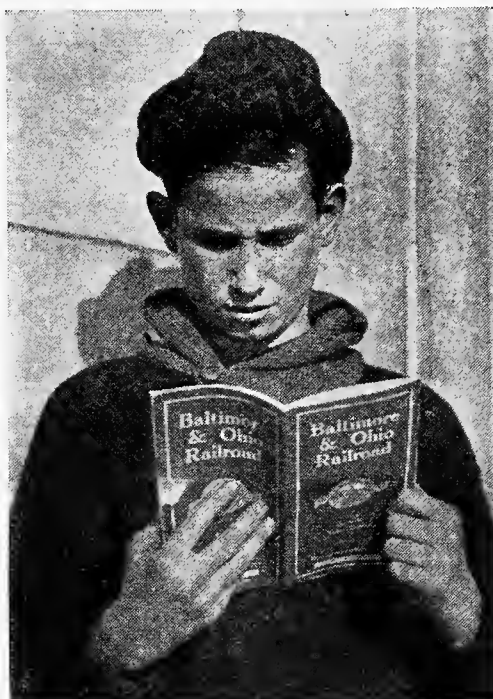
have been helpful in stimulating interest in coal saving on the part of other crews.

There's Something Coming to Jo!

Chapter I

WASHINGTON, D. C., January 11, 1922

When Joseph Boland, age 15, woke up on the train enroute from Bloomfield, Pa., to Washington yesterday, he found that his dad, who had accompanied him, was missing. Joseph



Just Jo

arrived in Washington, bewildered and miserable, not understanding why his father should do such a thing. Joe is Irish and has a rich brogue and nice manners. The Travelers' Aid Society is searching for Joseph Boland, Sr., who left the train close to Pittsburgh. Photo shows the lad looking at the time table for the place where he says his father left him.

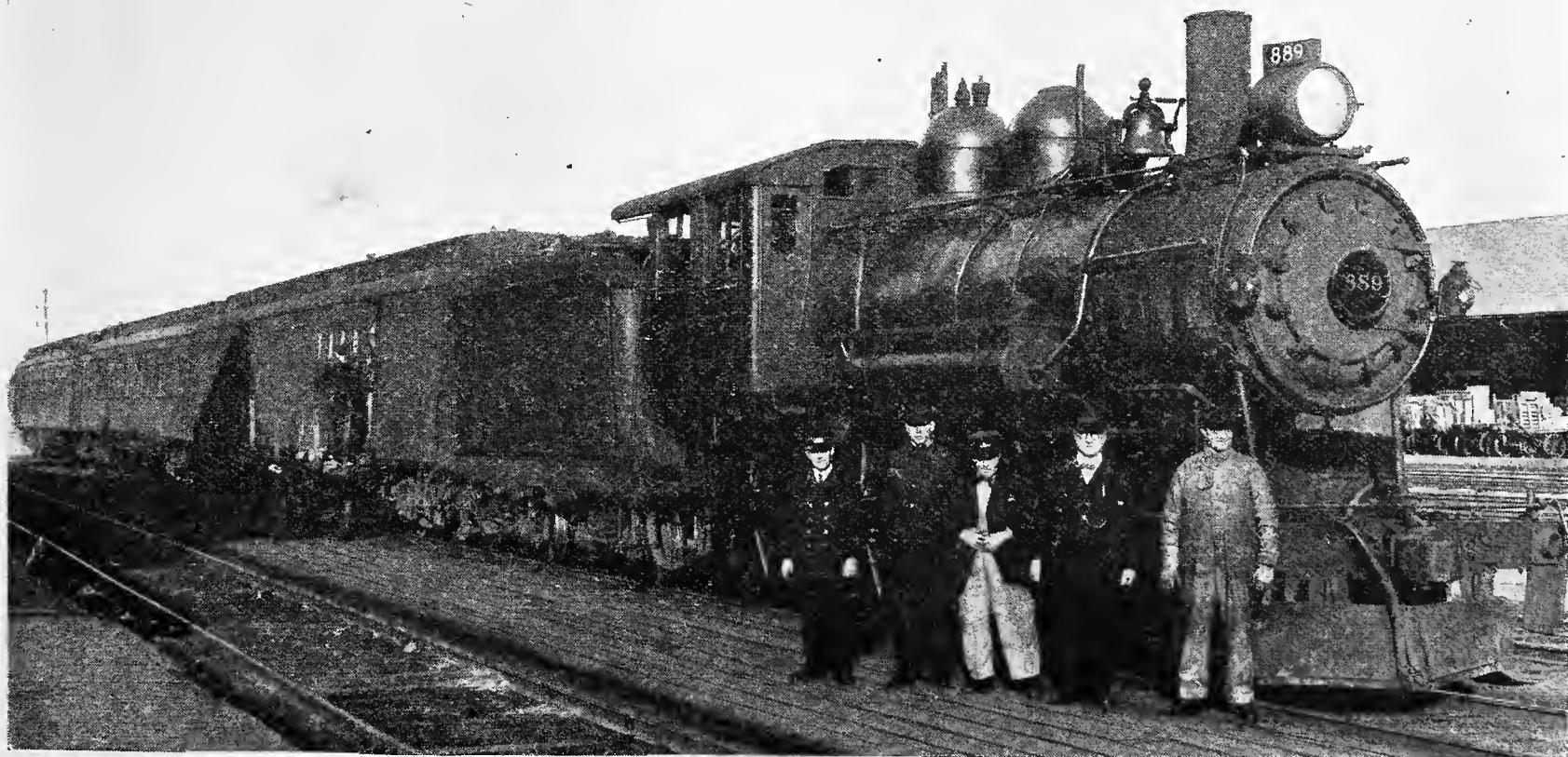
Chapter II (later)

Joseph Boland, Jr., is not Joseph Boland but Joseph Burns, who told the story of his father having left him on the train, when in reality he had run away from his home in Pittsburgh. He said he was just over from Ireland and wanted to see America. This morning Joseph's father made a trip to Washington and you can guess what will happen to the prodigal son when his dad gets him back home in Pittsburgh.

Conductor "Eddie" Hough a Good Doctor

By E. V. Baugh,
Superintendent Dining Cars

TRAIN 5 was leaving Pittsburgh, December 14, 1921, and Conductor "Eddie" Hough was taking up the tickets in the ladies' coach when he found a lady traveling with a small baby that had a very bad case of colic. He had a package of Baltimore and Ohio mints in his pocket. He went back into the baggage car, heated some water over his lantern, dissolved two of the mints and then gave the result to the baby. The answer was—exit colic!



The names of these sterling coal savers on the Newark Division will be found in the above article

Traffic Department

Passenger

Advertising Washington

"WASHINGTON is the historic centre of the United States. Nothing so increases patriotism as a visit to the Nation's Capital where America has written her history in sacred relics, memorials and magnificent architecture. Here are assembled the political, military and diplomatic forces that are making these United States a world power. It is the duty of every citizen to see Washington and realize more fully the greatness of his Nation."

More than fifty years ago the Baltimore and Ohio Railroad was known as the "Nation's Highway" because it opened up a great avenue of rails between Washington, the Nation's Capital, and the great West and Northwest. Washington, the brains and heart of the Nation, is "first in the hearts" of our countrymen in everlasting perpetuation of her glorious namesake. It was not always "first in war" in the sense of beginning a war; rather the contrary, but it was and is "first in peace."

There is a lurking desire in every soul and body in America to see the Capital City at least once in a lifetime. But simply seeing is not knowing, and in the busy turmoil of life, procrastination too often has interfered with the up-building of a real national citizenship that can only be inspired by a knowing visit to Washington.

An acquaintance with Washington cannot be obtained alone through text books, as such acquaintance would only be perfunctory or academic. But to see Washington, and feel Washington by personal experience is an inspiration for a new and real patriotism, which this great commercial country of ours needs.

To this end the Baltimore and Ohio Railroad, the pioneer of American Railroads, has already begun a comprehensive campaign of publicity, to stir Americans to procrastinate no longer, but to go to Washington and sense the feeling that they are integral units in the affairs of the Nation.

Most careful thought has been given to this subject, and the best possible means of accomplishing the purpose have been decided upon. It is determined to awaken the Public first to the human interest affairs of Washington through the means of the most recognized organs of publicity.

There is now appearing in three of

the great standard publications' illustrated advertising copy calculated to touch the responsive cords of patriotism in all true Americans. Reproductions of this copy on a larger scale will be posted conspicuously at all stations on the Baltimore and Ohio Railroad; all literature issued by the Baltimore and Ohio Railroad will take up the thread and tell in different ways of the importance of Washington.

A descriptive book on Washington is published, to be given to anyone who seriously contemplates a visit to the great American Mecca.

A great awakening of the necessity of true patriotism was brought about at the burial of the Unknown Soldier. It is too bad that all Americans could not have been at Washington on that day, but the story will be

given in a pamphlet that can be kept and read.

Passenger representatives of our Railroad have been to Washington and have been systematically educated by going from place to place and seeing the things that the city contains, so that they can tell others of the wonders of the national capitol.

The school teachers of the country will be provided with all of this literature.

Washington is above every other place in America; it is a great thing to see the great wonders of the world and especially those of America, but it is greater still to know and feel Washington and have a lasting memory of its patriotic shrines.

Every employe of the Baltimore and Ohio Railroad will read this literature; will feel its importance; will convey its importance to others, and in so doing will help to build up a citizenship more necessary at this time than at any other stage of the country's history.

The Tomb of William Henry Harrison

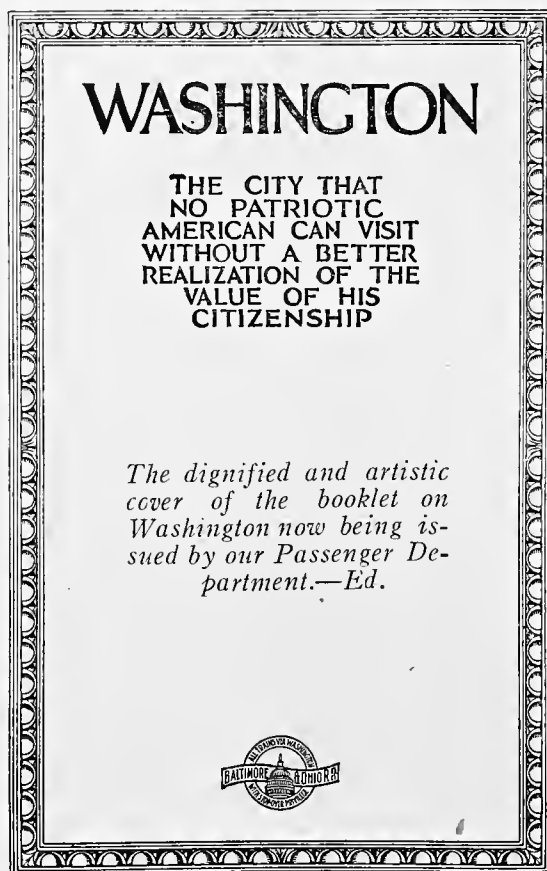
NORTH BEND, Ohio, located just 15 miles west of Cincinnati on the St. Louis Division, is destined to become quite an attraction and of deep interest, especially to history loving people. Strange as it may seem, little thought has been given to the fact that at North Bend is located the tomb of General William Henry Harrison, ninth president of the United States and the first president to be elected from the state of Ohio.

The Harrison tomb overlooks the beautiful Ohio River and is situated on a knoll to the north of the Baltimore and Ohio tracks, a very short distance west of North Bend Station. It can be viewed from Baltimore and Ohio passing trains.

The site of the tomb, which has long been neglected, has been taken over by the state of Ohio, and several acres of adjoining property added thereto, the intention being to create a State park.

The park is to be known as the William Henry Harrison Memorial Park and a large sum of money has been appropriated by the state for such improvements of the property as will tend to make this park a very attractive one.

Recently elaborate ceremonies were held under the auspices of the William Henry Harrison Memorial Association, which were participated in by school children from Cincinnati, Harrison, Cleves North Bend and surrounding territory as well as by prominent citizens of Ohio.



The occasion was the first step toward the rehabilitation of the historic tomb and the erection of a

memorial gateway, and was initiatory to the formal dedication to take place when the work is completed.

Freight

"Treat 'em Rough" Dinners

OUT Chicago way, the force in District Freight Agent Melone's office have organized a monthly dinner club for "Get together—Stand together—Treat 'em rough" purposes, both personal and official.

Every attache joined and Mr. Melone was chosen permanent chairman. The big idea is a monthly dinner and friendly talk for social and business purposes, to improve the personal relations of the boys and strengthen their efficiency as freight collectors.

Each month an official of the Baltimore and Ohio is invited to give a talk of an educational character. The first dinner was given in November. Stuart A. Allen, freight traffic manager, was the guest of honor. He liked the proposition, made a good talk, and at his own request the rules were suspended and he was unanimously elected a permanent member.

The second dinner was a bigger hit when, with Mr. Allen came George M. Kridler, general freight agent, who by interlocutory methods developed a most instructive general talk, and like Mr. Allen, Mr. Kridler fell for the Club and the Club took him in also as a permanent member.

The next dinner was held early in January when we had Terminal night. Officials of the C. T. were called on to tell about the Terminal and how Baltimore and Ohio men can best help it.

All the members are enthusiastic about the club and the good these get together dinners do, both socially and in a business way. Absolute informality prevails and in the informal talks, each member says what is on his mind. It is planned in the near future to have operating dinners, when West End operating officials will be invited to give talks; also Agents' Nights when our agents will be invited to be guests and give information and advice.

It will be observed from the foregoing that "Melone's Colts," as the Chicago solicitation force has been nicknamed, have a thorough appreciation of team work and are determined to leave no straw unturned to show what is in them and to make the Chicago solicitation staff one of the big assets of the Baltimore and Ohio. In fact, today the Chicago

staff refuses to take its hat off to any eastern competitor or western connection and is determined to hold that position.

New Castle Teamwork

ON the New Castle Division a drive for increased business was agreed upon for August, 1921, a certain figure having been set, and with all shoulders to the wheel, assisted by Transportation Department employes, we went "Over the Top" at practically every station.

Other divisions, encouraged by this good showing, took similar action, with the result that our revenue and tonnage increased perceptibly, evidencing fine loyalty among our employes.

West Fairport Record Grain Handling

A SPLENDID record of handling grain through elevators at West Fairport, Ohio, was made on November 29. Steamer "MARTIN MULLEN" with cargo 251,000 bushels corn, arrived at the elevators 10.45 P. M.

Started unloading..... 7.00 A. M. November 30,
Stopped unloading..... 11.45 P. M. November 30,
119 cars loaded.

Started unloading again.. 7.00 A. M. December 1.
Finished unloading..... 4.45 P. M. December 1.
67 cars loaded.

Vessel cleared 5 P. M.—actual unloading time 23½ hrs. vessel to cars.

Elevators handled almost 11,000 bushels per hour, which is great service for a house thirty years old.

Good Service Brings Home Bacon

A SOLID train of 50 empty flat cars, privately owned, was secured from an automobile concern in Charlotte, N. C., to move to Flint, Mich. Quick movement was made via Baltimore and Ohio and other lines. Immediately there was a return movement of 56 carloads of automobiles.

Time made on return movement was so satisfactory that we were rewarded by a 50 car empty movement back to Flint to be again loaded with automobiles via same route. The result was a splendid increase in revenue for the Baltimore and Ohio.

Statue of Jeanne D'Arc

STEAMER "Paris," arriving in New York several months ago, carried, in addition to the distinguished guest of the American Legion, Marshal Foch of France, a reproduction of the most cherished statue of that country's girl saint—Jeanne d'Arc.

Like historic traditions, in our care was entrusted the prompt and safe movement of the monument to our Capitol, where, after erection, it was unveiled on January 6, the birthday of the Maid of Orleans.



Tomb of William Henry Harrison, at North Bend, Ohio

Photo. by J. C. Kelley

Safety Section

The Success of Safety First

By R. N. Begien,
General Manager, Western Lines

WHEN Safety work was started, opposition was met because men were requested to refrain from doing things that they had been accustomed to do in a certain way. For example, an effort was made to break up the practice of going between moving cars to adjust couplers. This custom had come down from the link-and-pin days. It was also difficult to get shopmen to wear goggles to protect their eyes.

Notwithstanding that these and other dangerous practices were daily taking a ghastly toll, men were accustomed to working along certain lines, and the call to change naturally caused them to question "Why?"

Had the management made the mistake of ignoring the question and issued arbitrary orders without taking pains to explain, the movement would never have progressed as it has. But they realized that the essential thing was to make the reason plain so that men would voluntarily adopt the principle of Safety, and the work has been conducted along educational lines for that reason.

Proceeding at the outset on the lines of breaking up practices that subjected men to unnecessary risk, the work was extended to precautionary measures to make safe working conditions. Improved measures for the preservation of health followed as a natural sequence.

The work has succeeded because it is fundamentally sound, and because the men now realize this and are co-operating to protect themselves and their fellow-workers from needless risk of injury.

Railroad men are to be congratulated for the manner in which they supported the movement. The demonstration of its practicability resulted in the work being taken up by manufacturing and other operations, and it can be said without fear of contradiction that working conditions are generally better than they were a few years back, due to the fact that when the movement was in the test period our men had the intelligence and good sense to see that it was a good thing, assisted in getting the work started and ever since have shown a spirit of cooperation in

keeping interest alive. This is important, as "eternal vigilance is the price of Safety."

Safety is a success because the men have made it so. It is a work in which every man has his part to do. In the doing of it he protects himself and family by avoiding unnecessary risk and also avoids careless acts that might imperil the life or health of his fellow workmen.

This Safety man thus has become an asset to the community in which he lives.

The Engineer and the Grade Crossing

By Engineer J. C. Barrett,
Baltimore Division

AMONG the many difficult problems of the Safety movement is the prevention of accidents at grade crossings. Here the locomotive engineer plays an important role. But does he realize this? Of course, he is acquainted with the rule which requires him to sound the whistle on approaching grade crossings and to have the bell ringing. Very likely he prides himself on being a one hundred per center in obeying this rule. But should he be satisfied with that? Why not try to live up to the spirit of the rule as well as the letter! Does he realize that the intent of the rule is to save human lives? Does it occur to him to interpret the rule to suit local conditions? Would it not be a good idea to sound the whistle twice or three times on approaching a particularly dangerous crossing, and at certain times, when highway traffic is likely to be heavy, more especially if the view is obstructed, so as to avoid any possibility of not being heard.

We should not be satisfied with the minimum effort prescribed by the rule. Surely, the saving of one human life will recompense a thousand times for constant maximum effort.

It should not be forgotten that people look for a train at grade crossings, as well as listen for one, which ought to make us doubly careful about our headlights.

An engineer ought not to be satisfied with his own efforts to avoid accidents at grade crossings but should consider it his duty to see that crossing watchmen are on the job and observe and report failure of the mechanical warning devices where they are used. If an engineer is fortunate enough to own an automobile, he can do quite a little bit of propaganda work in the interest of safety when about the garage where he stables his car and among his acquaintances who own automobiles. No sensible man wants to be run down by a train and the majority will welcome safety hints coming from a reliable source. Of course, grade crossings will never be absolutely safe, but until they are abolished, it is our duty to try and make them as safe as possible.

The Dollar Side of Safety

NOT so many years ago accidents were "all in the day's work." Employers, executives, foremen and workmen alike took this attitude. Men took pride in their scars and boasted of narrow escapes. In shop, mill, factory and shipyard, the man who was not willing to take a chance was looked upon as a coward.

But there came a day when the "all in the day's work" attitude toward accidents came under the cold, calculating scrutiny of a few men—business executives and engineers—who saw a big opportunity not only to save human life but at the same time to wipe out an enormous economic loss. They analyzed the situation and found that when accidents were considered an unavoidable part of the day's work, a full day's work was never done. They found also that 75 per cent. of the accidents could be prevented, and that often as an incidental result efficiency was increased from 10 to 100 per cent. And so for both economic and humanitarian reasons the old attitude toward accidents was discarded and a new era of safety and efficiency dawned in thousands of progressive industrial organizations, large and small. Today the prevention of accidents has become a most important and inherent part of the day's work in the modern industrial plant. The day's work now means a day's work.

—The Nation's Business.

Here Lies

Miss G. M. McBRIDE, Correspondent,
Dayton, O.

Here lies "Bill" Brown—
His big Tin Six
And locomotives
Wouldn't mix.

Take It from Me—Don't Ride Leading Footboards of Locomotives

By W. B. Patton,
Charleston Division.

ACCIDENTS due to men riding on leading footboards of locomotives are so frequent that it seems to me that if employes will not of their own free will take care of their lives and limbs, we should take action to compel them to do so, for the sake of their families and comrades.

Nothing is more foolish than for a man to deliberately put his hand in the fire. Then why does it not follow that a man who deliberately puts his arm or his leg in danger is equally foolish? True, many old time railroad men will tell you that they have been doing it "that way" for years, and nothing has ever happened, but sooner or later the day will come when the foot will slip, and no one can foresee the result.

It seems to me that the enforcement and compliance with the Railroad Company's rules on this subject are so much a matter of ordinary common sense that it should not be necessary to do more than explain to the new comer what is expected of him, and what the rules of the Company are. Then if, after warning, he will not comply with them he should be disciplined. If a man violates the operating rules of the Company, he is disciplined. Why is it not equally an offense against discipline if he fails to comply with *safety* rules?

A man who will not take care of his own life, will not take care of the lives of his fellow employes, and will not, as is his sworn duty, take care of the lives of passengers entrusted to his care. Therefore, he is NOT a safe man to be employed on a Railroad and should be sent to the farm where he belongs.

The Lesson I Learned from "Bulletin 70"

By J. A. Subject
Locomotive Foreman, Lorain Shop

I LEARNED many lessons from "Bulletin 70," lessons new and lessons old, yet withal so interestingly portrayed on the screen that they bore every appearance of novelty. And taking them in their entirety I feel safe in declaring that the greatest lesson that I derived was: "The Exercise of Caution, Why—Where—and How."

CAUTION—What is the meaning of the word? Simply this, the act of playing safe. It does not mean a hesitating or undecided manner of

doing things; in fact, it is the antithesis. There are two ways of performing an act, either correctly and intelligently, or incorrectly and thoughtlessly. The former is the cautious way and the safe way, for intelligence begets caution.

Why be cautious? For your loved ones, your fellow workmen, and yourself! There is no one of us so completely alone in this world that his injury or death would not cause some hardship and suffering. The man who is head of a family becomes a criminal, in effect, when he takes needless chances. He is no longer a free agent when he assumes the responsibility of dependents, and he must always consider them first.

There is a gambling trait in human nature, a readiness to take chances that often are a short cut to death. "Bulletin 70" gave a vivid portrayal of the evil results that follow from a workman employing unsafe practices, that ended disastrously both to himself and his fellow worker. And I was convinced that any man who wilfully and habitually disregards

the Safety rules, should be disciplined, as he is a menace to all with whom he comes in contact.

Where be cautious? In a broad sense, everywhere, but especially when employed in a hazardous undertaking, when others' lives or limbs are endangered by your actions. But since the simplest job can be made extremely dangerous through thoughtlessness, caution should be exercised always.

How to be cautious? Through knowledge and practice! Learn the fundamental rules of Safety and use them in your daily work. Use your head for the primary purpose God gave it to you. Keep out of the paths of danger when it is not required and when it does become necessary, **STOP, LOOK and LISTEN.**

Songs of Safety First

Lies slumbering here
One William Lake;
He heard the bell,
But had no brake.

—Detroit News.

CARELESSNESS



BE CAREFUL

This well-drawn and forceful cartoon is the work of Walter Wentworth, pipe fitter helper at the East Dayton roundhouse. Edward M. Mannix, correspondent for the Toledo Division, sent it to the Magazine and advises that Mr. Wentworth is going to let us publish more of his cartoons from time to time. Pictures tell a story better than do words and we are glad to have Mr. Wentworth's help.



Heredity

You have a strong, healthy body! Are your children as fortunate?

By Dr. J. E. Hurley,
Medical Examiner, Pittsburgh, Pa.

HEREDITY may be defined as the transmission of physical and mental likeness from parent to offspring. It is a matter of every day observation that the parent is like the offspring, which raises the question, "Why is the likeness transmitted and how does the offspring inherit the peculiarities of parents?" These questions are very difficult and have not been fully answered.

The old doctrine of the naturalist was that all life is derived from an egg. The doctrine of the modern naturalist is that all life proceeds from a cell, for an egg is nothing but a complex or a differentiated cell. It is the germinal vesicle of the specialized cell of the egg that fundamentally contains life. All else of the egg is merely concentrated proteid food for the nourishment of its growing inmate, or shell for its protection during the period of incubation.

The most ordinary observer recognizes everywhere the difference between life, both animal and vegetable, and mere sticks and stones. He sees that the crucial test of life is ability or inability to produce after the manner of the kind—animals, animals; vegetables, vegetables.

Confining ourselves to these few paragraphs dealing with the scientific aspect of the subject, for ob-

viously we cannot delve into the Darwinian theory, nor, for the same reasons, can we discuss the theories and explanations of Weismann, which are said to have an advantage over Darwin's in that they are simpler, let us briefly consider what Heredity means to each of us.

Heredity in Plant Life

Those who were raised in the country or on a farm may remember with what care the farmer selected his "seed" for the next season's crop. He felt that too much care or attention could not be given to this task, knowing full well that the better the "seed" that went into the ground the more fruitful the crop and, as naturally follows, the greater his profits. Just go back a few years, those of you who had to do with this subject, and think how very particular you were about your "seed" corn, how you carefully set aside your "seed" potatoes, and ask yourself why you did this. Was it simply because of tradition, simply because your fathers did likewise, or did not your instinct and training tell you that it was the proper and better way?

Heredity in the Lower Animals

Turning from the field to the barnyard, note the great strides being made on all sides in the improvement of the stock. No longer will any old scrub do. The farm journals and agricultural schools have been teaching and talking and writing in season and out of season, to farmers on how they may improve their stock and why they should do it.

Do not these illustrations relating to vegetable and animal life explain, in a sense, what might come under the general subject Heredity?

Heredity in Humans

If it is of value to insist upon selective methods to improve the vegetable and animal kingdoms, is it not of more moment that we should strive for as near perfection as it is possible for us to attain in the human family? This statement may seem to some to savor of Eugenics*, which subject was quite to the fore a few years ago. However, it is far from my purpose or thought to treat of this movement, the morality and ethics of which have been an issue for considerable heated discussion pro and con. What I have in mind is very much less disturbing.

We are all familiar with such homely old sayings as "like sons," "a chip off the old block," etc., but do we apply them in thinking of ourselves in a physical way? Are we careful enough with our bodies to see that no disease is transmitted by us, in so far as we personally are able to govern this very important matter, to our offspring? Rather should we not so live, in the observance of all laws of nature as understood by modern scientists, that we may transmit to our offspring a sound mind and a sound body?

Is Tuberculosis Inherited?

For example let us use Tuberculosis. Though there is now a school of thought which finds fault with those who stress the idea that Consumption, as it is popularly called, "runs in families," still there remains a goodly number of old-fashioned folk who believe that hereditary influences do have something to do with it, that they do play a part.

No doubt both camps have written to extremes in defending their pet theories, but be that as it may, we all now are agreed that by proper observance of the most elementary laws of sanitation, such as plenty of fresh air, sunshine, wholesome food, rest, cleanliness, and so on, we may keep our bodies in such a physically fit condition that we are able to throw off the Tubercle Bacillus even though it does attack us. In doing this we never lose sight of the fact that by keeping ourselves in good physical condition, we are merely laying a healthy foundation to pass along to those who are to be our descendants and their descendants.

Resistance and the Parable of the Sower

No more graphic picture to vividly fix its impression upon the mind in demonstrating the relative values of a healthy body and one in a depleted state in its resistance to the Tubercle Bacilli, could be drawn than the one sometimes used of the Parable of the

* The New Standard Dictionary defines Eugenics as "the science and art of improving the human race by applying the ascertained laws of inheritance of characteristics to the selection of marriage mates, with the aim of securing to the offspring a desirable combination of traits, including resistance to untoward conditions;" term first used by Sir Francis Galton in 1884.

It defines Negative Eugenics as "the science and art of preventing the procreation of weak and defective persons, including the practice of segregating the sexes during the reproductive period and rendering sterile the highly unfit."

sower who went out to sow his seed. The late Dr. Osler, in explaining that the ultimate result in a given case depends upon the capabilities of the body to restrict and limit the growth of the bacilli, puts it this way: "There are tissue-soils in which the bacilli are, in all probability, killed at once—the seed has fallen by the wayside. There are others in which a lodgment is gained and more or less damage done, but finally the day is with the conservative, protecting forces—the seed has fallen upon stony ground. Thirdly, there are tissue-soils in which the bacilli grow luxuriantly, and the day is with the invaders—the seed has fallen upon good ground."

Heredity and Syphilis

What is said about Tuberculosis applies with equal force—surely with less possibility of any academic difference of opinion as to its positive transmission—to one of our communicable diseases, Syphilis, which is very prevalent in spite of all that has been done by the medical fraternity in general and the United States Public Health Service in particular, in disseminating literature, public addresses, etc. Certainly the statistics forthcoming from these agencies are appalling. If

we would but digest the facts given to us by such indisputably authentic sources, with special thought as to their bearing upon unborn generations, we could not help but realize in its full significance just what an all-important thing this Heredity is.

During the mobilization of our forces during the World War a number of cantonments had so many men suffering from Syphilis that they had to be segregated in whole companies and battalions. The prevalence of this plague is appalling. A warning against its dire results upon the children of affected parents, can hardly be made too strong.

With these brief paragraphs offering some concrete examples of what we are endeavoring to make clear, let us conclude by citing what we have all noticed: that when a person has achieved sufficient greatness to give him prominence among his fellows, the usual thing is to write a history of him. In these stories one invariably notices that the author studies the man and his ancestors, judging rightly that, the virtues and traditions of ones progenitors cannot but influence his principles and activities. Still, for those who do not attribute much importance to this question of

Heredity there surely is a meed of comfort and consolation in Bobby Burns' "A man's a man for a' that."

Soldier Memorial Erected by Tyrone Division of the Pennsylvania Railroad

THE accompanying picture is of the beautiful memorial erected by the officers and employes of the Tyrone Division of the Pennsylvania Railroad Company to the 231 officers and employes of the same division who left their employment to serve with the armed forces of the United States in the World War. Eleven of these service men died or were killed in action.

This is probably the only memorial of its kind in this country, and is striking in its simplicity and ruggedness. The bronze doughboy and statue represent a work of art such as is seldom seen; indeed, the bronze doughboy seems a work not carved by human hands.

The huge native boulder on which the doughboy stands was taken from the Allegheny Mountains, near Tyrone, and weighs over forty tons. The memorial stands in view of all passing trains. (Note the perfect bear face on the stone to the left.)



Monument to soldiers of Tyrone Division; Pennsylvania Railroad, Tyrone, Pa.

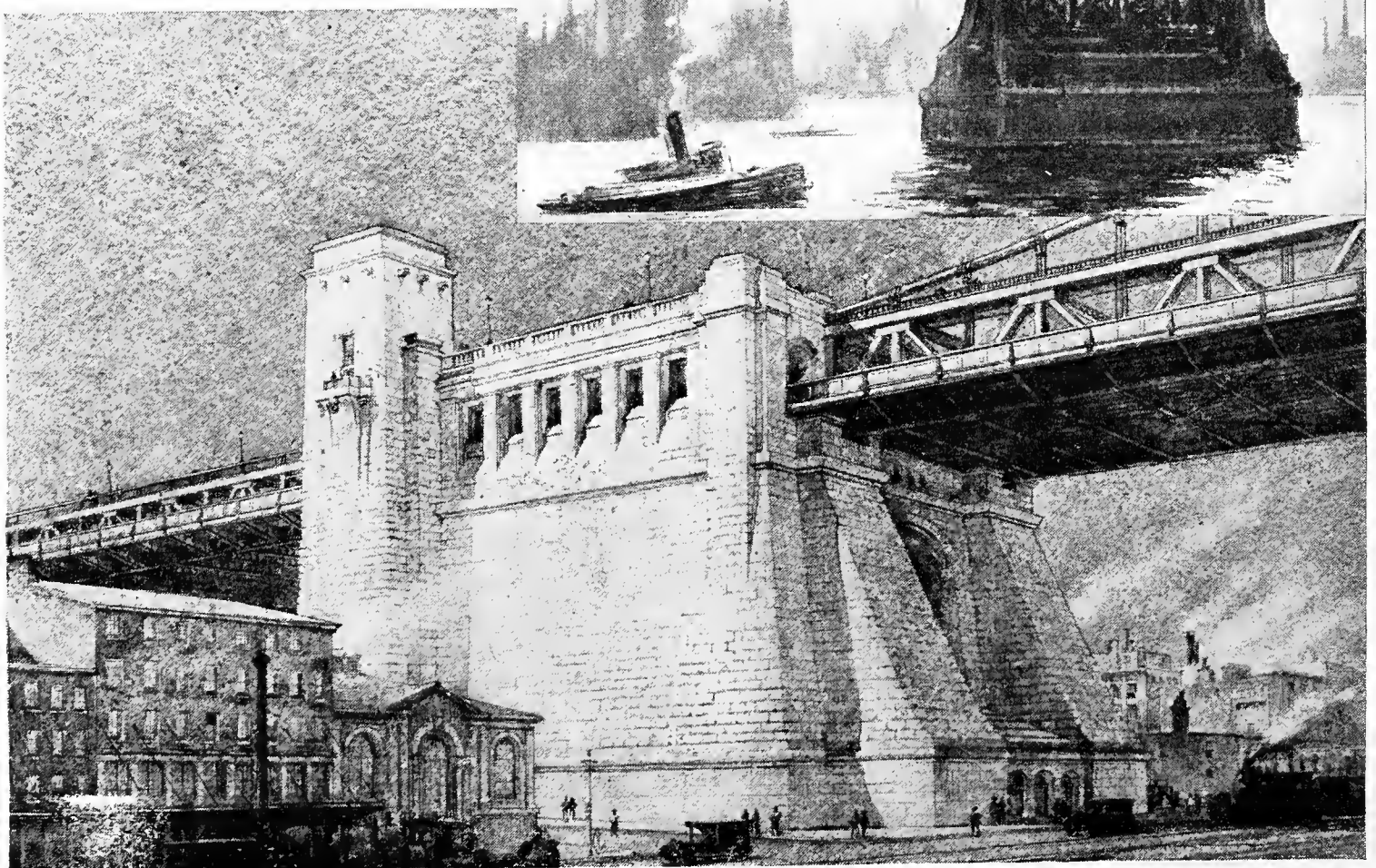


Philadelphia, Pa., to Camden, N. J., Bridge

When completed, this bridge will be the longest suspension bridge in the world

THE earliest record of a definite project to construct a bridge across the Delaware River between Philadelphia and Camden was in 1818, when the application was made to the Legislature of New Jersey and later to the Legislature of Pennsylvania to build a bridge from the Camden shore to Windmill (Smith's) Island, a distance of 2200 feet, leaving the remaining distance to the Pennsylvania shore to be covered by a ferry.

There does not appear to have been any organized effort to secure a bridge over the Delaware River until the Legislature of New Jersey by Act approved the 17th day of April, 1914, provided for the appointment of a Commission with "power to construct one or more bridges or tunnels under or over a navigable stream or river which is a boundary of the state." This Commission was not fully organized until 1916. It retained the services of consulting engineers to make a study and report on the Delaware River crossing, and in 1918, the Commission presented



its report, suggesting a bridge at the Arch-Cooper Street location, advising against the use of a tunnel.

Further preparatory measures were considered by New Jersey and Pennsylvania, and by the city of Philadelphia, until, in 1919 the Legislatures of Pennsylvania and New Jersey passed uniform laws, creating the present Delaware River Bridge Joint Commission, with full power and authority to proceed with the construction of the bridge. This Commission on September 24, 1920, engaged a Board of Engineers for the preparation of a report on this project.

On June 9, 1921, this Board, after having carefully studied the character of foundations, conditions of traffic, land values and costs at the most favorable sites for a bridge over the Delaware River connecting Philadelphia, Pa., and Camden, N. J., recommended that, "by reason of the most favorable traffic conditions compatible with reasonable cost, the bridge be located starting in Philadelphia from a point on Sixth Street midway between Race and Vine Streets opposite Franklin Square and crossing the river in a straight line to Pearl and Second Streets in Camden, then curving southward to a point on Penn Street midway between Sixth and Seventh Streets.

"That the structure cross the river with a single span 1750 feet long center to center of main piers providing an unobstructed opening for navigation between pier-head lines;

"That the overhead clearance above mean high water be 135 feet over a width of 800 feet in the center of the span;

"That by reason of greater economy and greater ease and safety of erection and shorter time required for construction as compared with the cantilever type of bridge, the main structure be of a two cable suspension type;

"That the Bridge and approaches be built to provide a single deck carrying an unobstructed roadway for six lines of vehicles, also two lines for surface cars and two lines for rapid transit, and that two ten-foot sidewalks be provided above the roadway;

"That the foundation caissons of the main piers be sunk to bed rock, which is within practicable depth at the recommended location."

The estimated total cost of the bridge and approaches, including land damages, will be \$28,871,000, apportioned as follows:

State of Pennsylvania...\$ 8,221,000
State of New Jersey.....\$12,429,000
City of Philadelphia..... 8,221,000

Total.....\$28,871,000

The recommendations, as submitted by the Board of Engineers, were accepted in their entirety, by the Delaware River Bridge Joint Commission, and the work of underground exploration of sites for piers and anchorages in order to determine their elevation commenced September 2, 1921. Contracts for the piers were to be let in December, 1921, followed by supplemental contracts for anchorages, steel towers on piers, cables, paving, etc., as the work progresses. It is anticipated that the construction of this bridge will be sufficiently advanced as to admit of passenger and vehicular traffic during Sesqui-Centennial Year (1926), although full ornamentation and other similar work will not take place until after the bridge has been opened to the public.

For the two states that, by joint legislation, have prepared the way for the construction of this bridge (which was under contemplation over a century ago), it is a logical and proper extension of their state highway systems. It is to be also a direct link between the inter-related communities on the opposite banks of the river, one of which, the City of Philadelphia, will directly share in the cost of its construction. Its location was chosen with a careful balancing of the ends that it is hoped to attain and the interests of the communities concerned. It is expected to accommodate all the classes of vehicular and passenger traffic now crossing the river, and its location was based on a reasonable compromise of their different demands and desired routes of travel, and to provide for the increase in this traffic during the years to come.

Note—The Magazine desires to thank Messrs. Jos. K. Costello, Secretary, Delaware River Bridge Joint Commission, and A. W. Munsell, Assistant Engineer in charge of Boring, through whose courtesy in giving our representative the necessary information, this article was made possible for publication.

Washington and the Ballot

THE constitution of the Communist-party specifically provides that no one whose income principally comes from rent, interest or profit may be a member. The same idea—namely, that possession of capitalistic power makes a man an enemy of society—was argued by Morris Hillquit, "the brains of the Socialist party," at the Albany hearing. Lenine, except against the peasants, has applied the rule. A Russian who dares save to provide for his old age is an infamous bourgeois and to be excluded from any part of the Government.

So George Washington should not have been allowed to vote or to command an army or to preside over the constitutional convention or to be President. He refused all remuneration for his public services and barely lived on income from property.

Washington's personal expenses when engaged in public pursuits aggregated \$64,355.30, but when his bill was finally paid he received paper worth but five cents to the dollar. He bought public securities to about one-tenth of his estate, and seven-eighths were never paid. But he lived on accumulated wealth. The hideous fact cannot be denied. He died seized of an estate which inventoried \$530,000. He was the richest man in the United States, and plainly merited absolute exclusion from citizenship and the most condign punishment.

Hamilton, Jefferson, Jackson, Lincoln, Roosevelt and many other once well-considered Americans lived on property income, even as Mr. Hillquit is said to do now. But such things must not happen again. The atrocious thrift habit must be rooted out. Men, like pigs, must immediately consume everything they can lay hold of; the man who has one shirt must concede all power to the shirtless.

—N. Y. Tribune

Recommends Savings Feature

GLENWOOD, PA.,

December 26, 1921.

MR. W. J. DUDLEY,
Superintendent, Relief Department,
Baltimore, Md.

Dear Sir—I assure you and the Relief Department that I highly appreciate what they have done for me toward getting a home. I have also recommended the plan to my friends and associates and expect to do so in the future.

It is surely a great opportunity for the employes of The Baltimore and Ohio Railroad Company to become owners of property.

I have been an employe in the Baltimore and Ohio since 1880. I started at Connellsville in the Machine Department just after leaving school. I have never been discharged and have never quit my job. I am now engineer of trains 5 and 6 between Cumberland and Pittsburgh. I surely wish the Baltimore and Ohio Relief Department the greatest success, and hope that the good work and prosperity will continue.

Very sincerely yours,
(Signed) DANIEL QUINN, Engineer,
5217 Gertrude Street,
Pittsburgh, Pa.



BALTIMORE AND OHIO MAGAZINE

ROBERT M. VAN SANT, *Editor*

MARGARET TALBOTT STEVENS, *Associate Editor*
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HERBERT D. STITT, *Staff Artist*

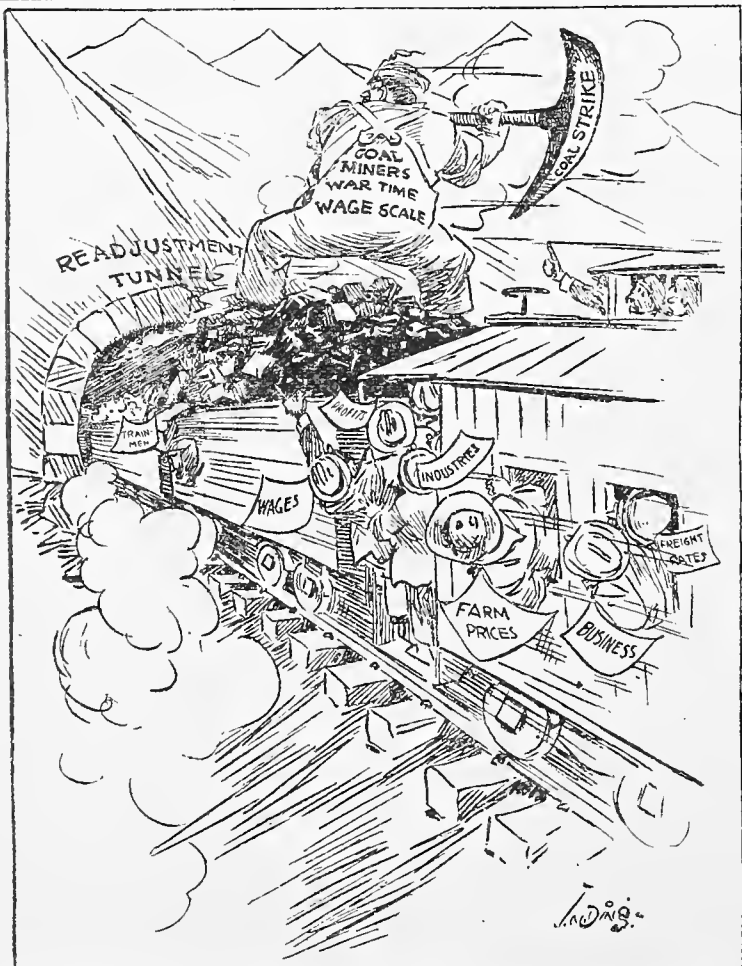
GEORGE B. LUCKEY, *Staff Photographer*

Why Are Not More Crews Riding Coal Trains East over the Mountain?

The facts set forth in the following paragraphs, re-printed word for word from a bulletin issued on January 24 by the Department of Commerce in Washington, go far in answering the above question. We publish them in the hope that they may suggest to some of our employees the fact that the high operating costs of a great industry like coal production have a most unfavorable effect on their prosperity as transportation workers, as well as on the prosperity of the miners and the workers in other related industries. We quote:

Largely because of the non-profit prices of the British, their coal exports for the months of August, October and November increased 32 per cent over corresponding months of 1920; whereas, United States exports decreased 44 per cent in the same period. Shipments of British coal have actually been made to the West Indies, a market held exclusively by the United States for twenty years. Dur-

Looks Like A Bad Time To Insist On Standing Out On Top



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ing the period November 3 to December 30, eight cargoes, including two to Colon, were cleared from South Wales ports for the United States Pacific Coast and for Honolulu.

The *c. i. f. costs of British coal at West Italian ports are from \$0.65 to \$2.35 lower than the c. i. f. costs of United States coal, the difference depending on grade and kind; at Rio the British *c. i. f. costs are from \$0.21 higher to \$0.52 lower than for United States coal.

British mine wages are now at rock-bottom, since they are now at the minimum fixed by the agreement of 1921. In the three chief coal fields, those of South Wales, Northumberland and Durham, the average wage per week for coal hewers is reported to be 57s. 4d. or about \$12.04 (conversion into United States currency being made on the basis of 1 pound—\$4.20). British wages in these fields have since March, 1921, been reduced on an average of about 46 per cent. American wages are still at wartime levels.

* c. i. f. means cost, insurance and freight.

Leave Your Name!

We use the telephone because it is convenient and because we want to get quick action. Often, however, we don't let it be as efficient as it can be. Take the case of the person who wishes to talk with a certain individual, but who refuses to leave his name—it comes up frequently in telephone messages to the MAGAZINE office.

The result is that often the person calls three or four times in a forenoon or an afternoon. But if such person would only leave his name, the person to whom he wishes to talk could probably be put in touch with him over another 'phone. Failing to leave his name he unnecessarily multiplies the work of the central operators, he unnecessarily troubles the persons in the office being called, he fails to accomplish his mission and, not unnaturally, he sometimes gets peeved.

When leaving an office the business man usually leaves word with his force where he expects to be and at what time. Or if he is gone a couple of hours or more, he keeps in reasonably frequent touch with his office so as to learn of any important developments. On such occasions he can learn of persons who wish to reach him by telephone and get in touch with them immediately from the place in which he happens to be.

A time saver, a trouble saver, a temper saver—why not leave your name when you telephone?

Chivalry Still Lives!

Baltimore, Md.,
January 10, 1922

The Editor:

Either by assignment or custom the rear coach on the 5.13 daily commuter train is used as a smoker. Upon entering this coach last Saturday evening about two minutes before train time I found the usual clouds of smoke. Several "Fair Ones" entered the would-be smoker as the train was departing, presumably to find vacant seats, which were available, and immediately and voluntarily, cigarettes were pinched, cigars were "choked" and pipes smothered, and ere the train had been in motion many seconds smoke clouds had cleared up and the odor of burning tobacco gave way to the delicate scent of sachet. Not a murmur was heard. Chivalry still lives!

(Signed) A. S. Baker.

What Is a Good Solicitor?

At a recent meeting of the Traffic Study Class in the General Office Building in Baltimore, George S. Harlan, assistant general freight agent, said that in his opinion the two principal requisites of a good traffic man are personality and knowledge of traffic conditions, including routes and rates. Mr. Harlan's experience in the traffic end of railroading and traffic solicitation lends great weight to his opinion. But it is certain that if an inspirational writer of the type of Doctor Frank Crane or Orison Swett Marden had been asked to comment on what Mr. Harlan said, he would have stated that Mr. Harlan had left out the most important requisite, namely the willingness to "pound pavements."

Mr. Harlan made another interesting comment, this anent the question of how to distinguish a good traffic solicitor from the others. He said that when a shipper called up a traffic office on the Railroad and demanded to speak with a certain traffic solicitor and with none other than him, because he felt that no other could handle his business as satisfactorily, it was certain that that particular solicitor had graduated from the ranks of the ordinary to the ranks of the extraordinary. And he further stated that if a traffic solicitor has ten good customers who control a sizeable amount of traffic and who insist on doing business with him and with him alone, he is usually a success in the traffic field.

All of which brings the subject back to the old tried and true formula "if a man gives service he can count on getting business." A man satisfactorily handling the business of ten big shippers does not have to advertise his ability or the service of his Railroad. The shippers will take care of that for him and in the train of their business will come other business in such volume as to swamp him. Then he is promoted and picks assistants to help him render the same kind of service to the bigger clientele.

The Good Samaritan

It is not an unfortunate human being, maltreated and left along the wayside that we speak of here, but of a form 387-H, one of the expensive multi-address envelopes issued by the Railroad.

When it came from the stationer it had 16 spaces for addresses on it. The first, second, third and fourth were properly used by the employes handling. But the fifth man took the entire remaining 12 spaces to write in bold letters the name of the addressee whom he wished to reach. He probably did not give his act much thought or he would not have been so wasteful.

The envelope was down but it was not out, for a Good Samaritan came along and, clipping a piece of paper from an old envelope, pasted it in space No. 5 with the name of his addressee, and sent the envelope on rejoicing. I have followed his good example to see if we cannot get a whole crowd of similar Good Samaritans interested on the Railroad in economy on these envelopes and our other stationery.

The True Government of a Free People

A majority held in restraint by constitutional checks and limitations, and always changing easily with deliberate changes of popular opinions and sentiments, is the only true sovereign of a free people. Whoever rejects it does of necessity fly to anarchy or despotism. Unanimity is impossible. The rule of a minority, as a permanent arrangement, is wholly inadmissible; so that, rejecting the majority principle, anarchy or despotism in some form is all that is left—*Abraham Lincoln*.



Angels Unawares

One night recently, an hour before the commuting train which I expected to take home was scheduled to leave Camden Station, the conductor of the train spied me in the outer concourse, beckoned for me to join him and together we walked out on the platform, where he looked over his train.

Then an errand took him back into the station, and instead of leaving me on the cold platform, he offered me the hospitality of one of the warm coaches, not yet lighted for its regular passengers. I jumped at the chance, got aboard and slumped wearily into the comfortable plush covered seat in the rear.

Shortly afterward the front door opened and I could see in the dim glow from the lights on the platform the figures of three or four of our uniformed women car cleaners. Their work for the night was about over and they, too, were seeking the hospice of the comfortable car.

Just a faint murmur of conversation reached me at the far end of the car and it was, perhaps, only my imagination which seemed to make audible such words as "lining," "braid," and "dress," so dear to the hearts of all women. Then, after a pause, there flowed through the car from a sweet soprano voice, the haunting melody of

"Oh, come, angel band,
Come and around me stand,
And bear me away on your snowy wings
To my immortal home."

It was just as my own mother so often has sung it to me as a boy in the quiet and dark of an evening hour at home. A harmonizing contralto joined in the repetition, sung with such deep feeling and reverence that it thrilled me through and through. The picture was a beautiful one—these women of humble position, after the wearying toil of the night, lifting up their voices in spontaneous—perhaps only half-conscious—supplication to the Father above.

It is, unfortunately, but human nature for some of us sometimes to forget the respect due everybody with whom we are associated in our daily work. I happen to know the history of one of those women, although she does not even now know that I was on that car that night. She is a woman who is carrying a great load, the soul of fidelity in all her relations in life and quite an unusual woman in many respects. There is every reason to believe that her companions were women of the same high type. Yet how often we forget this; how often in the drive of business life—its hurry, its worry—we are thoughtless of that fine spirit of courtesy and friendliness which we owe to such as them, and to all our associates!

The little experience in the hospitable coach that cold night was a benediction to me. Position and power faded from the scene and in place of it was the beautiful picture of three of our humblest workers who, in reverential and holy song, were exalting themselves above position and power up to the very Throne above.

Baltimore and Ohio Scholarships

*Given to the Two Winners in Boys' and Girls'
Club Work in West Virginia*

*By O. K. Quivey,
General Agricultural Agent*

THE boys and girls of the rural districts of West Virginia are organized in clubs doing work along agricultural lines and under the close supervision of the West Virginia State Agricultural College. These clubs are known by the kind of work in which their members are engaged, such as Poultry Clubs, Calf Clubs, Corn Clubs, Pig Clubs, Canning Clubs, Sewing Clubs, etc. A very careful check is made on the work of each individual Club member, including the cost of doing the work and the cash return.

The work of the Club members is assembled annually at Charleston, W. Va., where it is placed on exhibition, this exposition being known as the Boys and Girls Club Annual Round-Up. Judges then pass on the work, and ribbons and other awards are given in recognition of outstanding work done by Club members.

To stimulate West Virginia Boys and Girls Agricultural Club work, the Baltimore and Ohio offered two \$100 scholarships, one to the boy and one to the girl whose work led the state. These scholarships are good for the Winter Short Course at the West Virginia State Agricultural College at Morgantown, or can be applied by the winners on a regular four-year course in agriculture, if they so desire.

Jackson Randolph, 15 years old, of Lost Creek, W. Va., won the Boys' scholarship for his work during his second year as a Boys Club member. This lad was fortunate in drawing a calf, Belle Donald, a purebred Hereford, in a contest, and it is his work in growing out this heifer calf, and in breeding and raising some purebred pigs, on which he made his report, and on which he won the



Jackson Randolph, Jane Lew, W. Va.

worth-while Baltimore and Ohio scholarship.

At the time this story is written, Belle Donald has not been in the show ring, so it is impossible to state the final results.

The cash return from the two litters of pigs raised and sold by him amounts to \$116.00, in addition to the litters having paid for the original sows that produced them.

These paragraphs are of particular interest, and are quoted from Jackson Randolph's report:

"When I sit and look back over the year past I feel that it has been a short one for me, and a pleasant one also. Belle Donald came to me in the drawing contest at the Fair nearly a year ago, and she and I have been the closest friends since that time. She has filled quite an interesting place in my life and I know when she passes from my possession that I will have many regrets.

"I can never get away from the habit of contrasting pure bred stock with the ordinary kind that I see on our farm and on our neighbors' farms. How every one, I suppose, loves the feel of these better bred cattle. How I like to run my hands over Belle Donald's broad back and soft sides, and how well she responds to good feed and care. We have a neighbor who tried to rival us with his two half Jersey calves, but about a month ago he sold them for \$35.00 each. It is that kind of breeding that I am trying to get away from.

"As the show day comes on, I feel the friendly rivalry rising in me. I am anxious to win, but to win only on merit. I know that I will be more or less nervous. But then the joy of being in the contest with the boys and girls who have tried as hard as I have to win, and to see what they have done with their calves, and then to watch the contest to see the anxious faces of the others and see the judging and wondering where I will get it this time, yes, this contest is what I like and it is of great educational interest to me.

"Now the question comes up, 'what have I learned during the year?' I have learned that it is the little things that count so much in preparing a calf for the show ring. Regularity in feeding and care taking is our great principle. Not so much the amount we feed as that we feed a balanced ration. While I have learned many things that may seem trivial to the experienced feeder, because he has known them so long and so well, yet these things would all seem new to the beginner and he could not hope for success without the guidance of someone else. I feel that we are just starting in the better ways of feeding and developing



Miss Adele Bigelow, Washington, W. Va.

stock and I know that my knowledge is very limited, but I see enough to know that the great fields of knowledge are beyond us and in their directions I am an explorer and seeker.

"As I write, and often before this, I have thought what an advantage we young people have over our parents, and I am led to wonder if we are improving it as we should. I wonder how the boys and girls associated with me feel about these things. I feel sorry for the boy or girl who cannot keep in the work of the different club activities, but have not much patience with those who get away from the work because they are not willing to make the effort.

"The result in the show ring and at the sale may not be what I have hoped nor longed for, but whichever way the decisions go and the better sales, I cannot be a loser, save only in dollars, as my experience counts for more with me than mere money. I am looking to the future; I am building on the foundation of pure-blood lines in all kinds of live stock. That will be my chief aim and I know that if I do this the money will be there at the finish.

"I wish to express my appreciation to all the agents of the state and county that have made it possible for me to be a club member, and to the Law and Roberts people, who have given me the opportunity to participate with Belle Donald in the show ring.

"In regard to my other work in the clubs: I have been as active as I could under the circumstances in the second year work of the pig club. Following is an account of the stock sold and prices obtained: Last fall I sold three pigs and returned two to pay for the sow. For one registered sow pig I received \$17.50 when she was eight weeks old. Two I sold for killing purposes at \$10.00 each. I kept one sow pig for a brood sow, valued at \$15.00. A total of \$52.50.

"This Spring I sold from another litter two pigs for \$13.00 each and have four yet on hand, two of which I am keeping for

porkers, worth \$15.00 each. Two other boar pigs not sold yet are valued at \$30.00 each. A total of \$116.00.

"In regard to my corn club work, I am disappointed in it. The seed was supposed to be all yellow, but I now see that it is badly mixed with a red corn which would exclude it, I fear, from any contest."

Adele Bigelow, 17 years old, of Washington, W. Va., won the Girls' scholarship for her work in Poultry. Her report covers her fourth year in Poultry Club work, and extends from October 1, 1920 to October 1, 1921.

Miss Bigelow has done such outstanding work, in fact, that she was chosen by the Extension Department, University of W. Va., to act as assistant demonstrator in Club work all over the State, in which work she has been eminently successful. She has a well-defined conception of the value of service to those with whom she is associated, and after reading her report, it is obvious that the Baltimore and Ohio scholarship was justly awarded to this young lady.

Her work as an assistant demonstrator has not interfered with her own project in Poultry Club work, and the cost record and income record of her year's work are as follows:

Cost Record

October 1, 1920..70 Hens at \$1.00 per hen..	\$ 70.00
October 1, 1920..On hand, 45 pullets at \$2.00	90.00
October 1, 1920..On hand, 6 cockerels at \$1.50	9.00
10-1-20—10-1-21.143 bushels corn at \$1.12..	160.88
10-1-20—10-1-21.99 hours labor at 10c hour.	9.90
4-5-21—6-15-21.3 bushels wheat at \$1.50...	4.50
10-1-20—10-1-21.144 lb. shells at 1-1/2c. lb....	1.82
Jan.-March.....Bran.....	2.00

Total.....\$348.10

Income Record

10-1-20—10-1-21.Sold 853 3/4 dozen eggs.....	\$337.93
December 4, 1920.Sold 8 chickens (live).....	7.87
10-16-20—10-1-21.Sold 74 chickens (dressed).	149.97
October 1, 1921..On hand 50 hens at \$1.50..	75.00
October 1, 1921..On hand 5 cockerels at \$5.00	25.00
October 1, 1921..On hand 72 pullets at \$2.00.	144.00
October 1, 1921..On hand 3 cockerels at \$1.50	4.50

Total.....\$744.27

Total net profit.....\$396.17



Conductor Daniel Hunt

This report does not include the fact that during the Fall of 1920 the flock had a bad epidemic of roup, and Miss Bigelow suffered the loss of 30 mature hens. In spite of this she is able to show the handsome profit noted on her work in Poultry.

Baltimore and Ohio boys and girls who would be interested in work similar to that described in this article, and who have a real enthusiasm for the raising of pure bred stock or prize-winning grain, etc., may find it to their advantage to communicate with the writer; address Baltimore and Ohio Building, Baltimore, Md.

Daniel Hunt

Passenger Conductor—Fifty-five Years of Service and Still Going

DANIEL HUNT, passenger conductor, Uniontown, Pa., has a service record of 55 years with the Baltimore and Ohio. This record is free of discipline and is one of which any Veteran would be proud.

In a recent letter to Mr. Hunt, the superintendent of the Connellsville Division extended to him his personal appreciation and the thanks of the Safety Department for his interest in Safety work. The letter reads, in part:

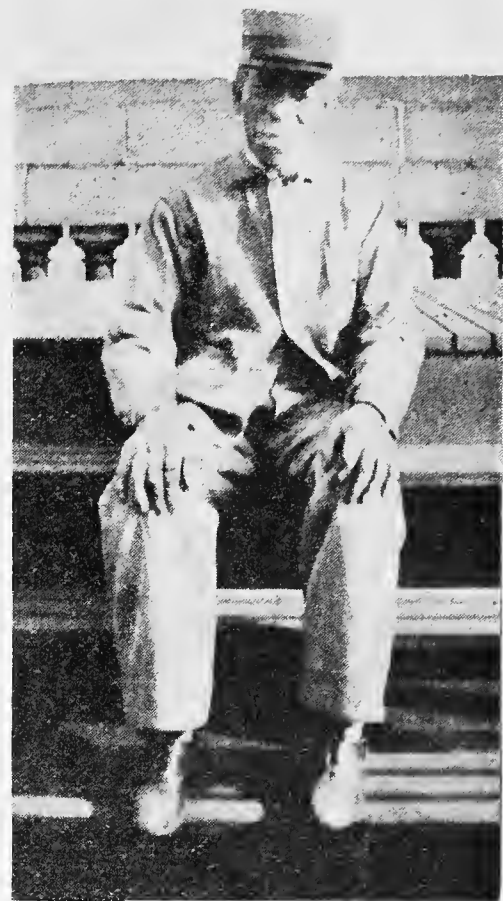
"I trust that you will continue your efforts to promote Safety among our fellow workers. You retain your membership as an honorary member of this committee, and as such you are privileged to make reports or suggestions, which, I assure you, will receive attention."

Mr. Hunt wears two stars and a bar, is still on duty and is as hale and hearty as ever. He began work on April 11, 1866, on the Connellsville Division; in 1888 he came to the Pittsburgh Division, in 1913 to Connellsville, and back again in 1919 to Pittsburgh.

We congratulate Mr. Hunt and wish him more years of active service.

Jacob Thompson

THERE is hardly a person who has worked in the old General Office Building at Baltimore or in the present building at Baltimore and Charles Streets, who cannot recall having seen a certain little, gray-haired porter, who, with his long-handled broom and a large bag, went from vault to vault throughout the building. Here he swept the floors and gathered into his bag the waste-paper from the boxes and baskets. Again he would be found in the cellar of the building, where the many precious files and important documents are kept, tidying up the storage vaults, gathering up scattered waste-paper, picking up bits of twine, and always busy. Sometimes he was a bit slow; sometimes he would grumble a bit when some person had carelessly left open a package of files for him to tie up, or if his load was unusually large, but for all that, he never shirked his job or left work undone.



The late Jacob Thompson, cleaner

This was "Jake." His real name was Jacob Thompson, but everybody knew him as Jake, and Jake was always on the job. For nearly 50 years he served the Railroad in the capacity of brass cleaner and porter. Now he has gone to his deserved rest.

Jake was born on March 19, 1849. He entered the service of the Baltimore and Ohio on September 18, 1872, in the old building. He was one of the messengers in the office of President John W. Garrett in Camden Station away back in the eighties. His service was continuous until the time of his death, on January 2, this year.

There are perhaps thousands of employees who will miss the familiar little old figure from the vaults, the elevators and from the corridors, and there is many a file clerk who will not forget that cleanly vaults and orderly shelves were made possible through the help of Jake.

Epigrams of W. H. Bowhay

Special Agent, Freight Claim Department

A man becomes superannuated, but he never gets too old to tell lies.

A man never realizes he is getting old until the girls begin to flock around his desk at lunch time.

You are not very good company if pay-day is your only smile day.

If our Congress will pass a law prohibiting the use of the telephone, a lot of us will forget how to swear.

A June bride does not wish for her old job back until she has chased a few soiled socks and handkerchiefs up and down the washboard.

Thomas H. Seal Honored by Friends on Completion of Fifty Years' Service with the Company

ON January 27, 1872, Thomas H. Seal, then not yet twelve years old, was brought by his older sister to the grain elevator department of the Baltimore and Ohio Railroad, then located at Baltimore and Calvert Streets, to become the first messenger in the department. For fifty years he gave the best that was in him in intelligence, industry and integrity, to the handling of the various positions he held in that department, and as superintendent of elevators, Baltimore and Ohio Railroad, passed the half century anniversary of his entrance into the service, a loyal employe and greatly beloved by his business friends and associates.

His father was foreman of carpenters for the Railroad before him, and helped build Piers 6, 7, 8 and 9 and Elevators A, B and C. All his brothers were at one time in the employ of the Elevator Department of the Railroad, and his grandfather was an engineer on the old Valley Branch of our System. Here, of a truth, is a real Baltimore and Ohio man!

It was not, however, primarily on this account, but because of the real spirit of service which has always characterized Mr. Seal's business and social relationships, that many of his business friends, comprising not alone Baltimore and Ohio associates, but members of the Chamber of Commerce

in Baltimore (the local grain exchange), and of the Pennsylvania Railroad and Western Maryland Railway, held a subscription dinner in his honor at the Merchant's Club on the night of January 28. About 150 men subscribed to the dinner with the full intentions of being present, but the worst snow storm of the last twenty years in Baltimore made it impossible for many of them to be there, and the accompanying picture shows the assemblage present to do Mr. Seal honor.

After a delicious dinner, the toastmaster, George S. Jackson, the president of the Chamber of Commerce, called upon President Willard for the first address.

Mr. Willard said that Mr. Seal needed no praise from any man; that his remarkable record of fifty years' service in the same department of the Company, and the honor paid him by so many of his business associates, not alone from the Railroad family and outside business interests, but even from the ranks of his competitors, are the best proof of his sterling worth.

He added, however, that the Baltimore and Ohio was extremely proud to have such a record made in its family, and was honored to be represented on such an occasion to pay its tribute to the principal guest of the evening.

Then, in behalf of the Baltimore and Ohio,

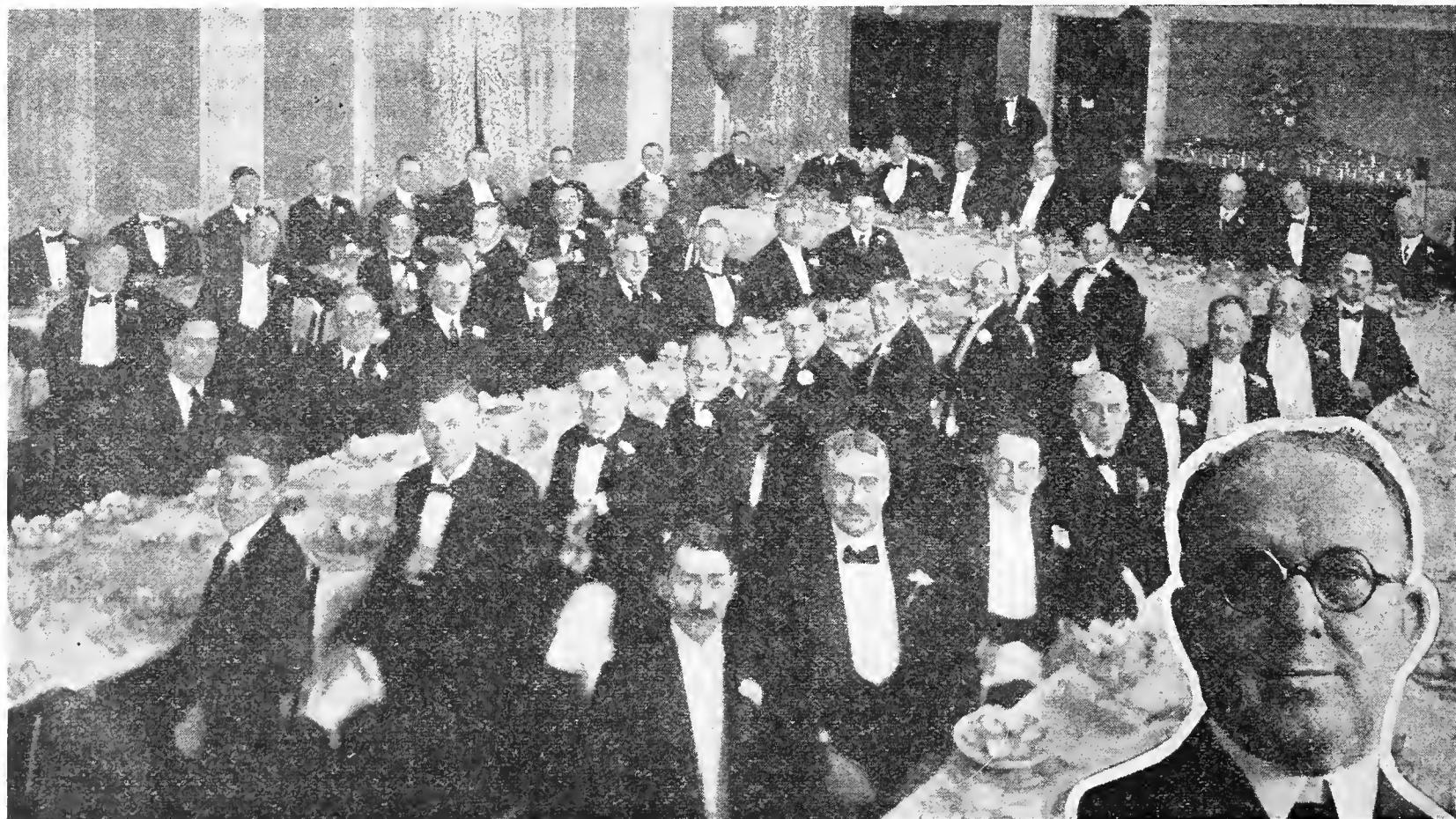
Mr. Willard presented Mr. Seal with a handsome sterling silver water pitcher and tray.

The Reverend William H. Morgan, minister of Mr. Seal's church, the First Methodist in Baltimore, extolled Mr. Seal as an unusual example of a man who can be for so long in the marts of trade, yet maintain a standard of integrity and fair dealing so splendid as to bring about the beautiful tribute of friendship evidenced at the dinner.

The next speaker, Maxwell C. Byers, president of the Western Maryland Railway, said that in his former association with the Baltimore and Ohio he had grown to know and admire Mr. Seal and that as the representative of a competing company he could express on behalf of himself and associates, admiration of Mr. Seal's record. He said that any company has a great asset in an employe of the type of Mr. Seal and added, humorously, that he wouldn't be accused of being uncharitable if he admitted that he was a bit envious of the Baltimore and Ohio for having Mr. Seal in its employ.

Our senior vice president, George M. Shriver, and George H. Campbell, assistant to President Willard, followed with brief but interesting and felicitous addresses; then Mr. W. E. Harris, of the grain firm of William E. Harris & Son, representing the members of the Chamber of Commerce, said a few words in their behalf in tribute to Mr. Seal.

Mr. W. W. Gessford, chief clerk, Grain Department, Pennsylvania Railroad, was then called upon and in a beautiful address, presented Mr. Seal with a handsome watch,



One hundred and fifty of the friends of Thomas H. Seal, principally those in the grain and railroad business, subscribed to the dinner given in his honor on the night of January 27. The raging blizzard which gripped Baltimore, made it impossible for more than those shown in the picture to attend. In the insert is Mr. Seal, and at the table in the background, from right to left, are: George H. Campbell, Assistant to President, Baltimore and Ohio Railroad; M. C. Byers, President, Western Maryland Railway; Daniel Willard, President, Baltimore and Ohio Railroad; George S. Jackson, President, Chamber of Commerce, and Toastmaster; Rev. William H. Morgan, Minister of First M. E. Church; George M. Shriver, Senior Vice-President, Baltimore and Ohio Railroad

chain, charm and gold penknife as a permanent memento from his friends of the happy occasion.

After being the subject of so much sincere eulogy, Mr. Seal plainly showed that he was almost too full of feeling for words. However, the sincerity of his response was felt by all of his friends present, and his reference to the status of the grain business when he first became connected with the Baltimore and Ohio, was greatly enjoyed.

Another member of the Chamber of Commerce, Mr. B. H. Beer, then added an appropriate touch of fun to the evening, making an informal talk to the effect that careful investigation had showed that in the long ago Mr. Seal's forebears had been lineal descendants of Abraham and had lived in Russia. In this he was alluding jocularly to Mr. Seal's reputation in safeguarding so closely the interests of the Baltimore and Ohio in his business deals. In token of the discovery, in walked a good actor, garbed as a Jewish Rabbi, who, with faltering steps, advanced to Mr. Seal's place at the guest table and presented him with a high silk hat.

The only disappointment of the evening was that which was felt for the subscribers who were unable to be present. The fewer numbers there, however, made for greater congeniality and a closer spirit of friendship. Good musical selections were taken up by the diners in chorus and the rollicking tune and words of "He's a Jolly Good Fellow," fitly expressed the spirit of the occasion.

The food which was unserved was not wasted. It was sent to the Unemployment Bureau of the American Legion and to the Buddy Club of Baltimore for the use of the unemployed ex-Service man. This was arranged by Mr. Gessford, chairman of the Dinner Committee, and his associates, Mr. J. A. Peterson, elevator agent, Western Maryland Railway, and James N. Wells, chief clerk to superintendent of elevators, Baltimore and Ohio.

And to cap the climax, on the day following the dinner, Mr. Seal was further blessed by the arrival in the home of his daughter of a baby girl, the first child born who will have the honor of calling Mr. Seal "Grand-daddy."

"The Public Be D-----d"

Melville E. Stone Reveals the Origin of This Famous Phrase

ALL have heard repeated many times the familiar phrase, "The public be d-----d," but few of us know the truth about its origin.

Mr. Melville E. Stone, for many years editor and proprietor of the Chicago "Daily News," tells us, in an article recently written for "Collier's Weekly" and copyrighted in 1921 by P. F. Collier & Sons Co. that:

"Back in 1882, Clarence Dresser was a free-lance reporter in Chicago. He was one of the offensively aggressive type—always importunate and usually impudent. Such reporters are not the best, and Dresser had,

because of his tireless audacity, proved a failure as a news gatherer and been employed and speedily dismissed by all the papers. Then he became a free-lance. He prowled among the railroads, gathered what he could, betrayed confidences generously and sold his output at "something" an article.

"One evening Mr. William H. Vanderbilt arrived with some friends. He was on his private car which was sidetracked in an out-of-the-way corner of the Michigan Central yards. Dresser learned of his whereabouts and posted off for an interview. Mr. Vanderbilt was at his dinner, but it was useless. Dresser forced his way in and cheerily accosted the magnate. Intrusion of this sort was not uncommon with him. He was not abashed when Mr. Vanderbilt said sharply: 'Don't you see, sir, that I am engaged?' 'I want an interview,' replied Dresser. 'Well, sit down at the other end of the car until I have finished dinner and I will talk with you,' replied Mr. Vanderbilt. 'But it is late and I will not reach the office in time. The public.....' This was too much for the infuriated Mr. Vanderbilt, who interrupted his tormentor with the ejaculation: 'The public be d-----d; you get out of here.' Dresser scurried off to the 'Daily News' office, told the story in great glee and wanted to sell an article based on Mr. Vanderbilt's phrase which he had extorted: 'The public be d-----d.' But the night editor of the 'Daily News' would have nothing to do with it. Instead, he roundly denounced Dresser for the whole business.

Then Dresser went off to the Chicago 'Tribune' and, cautioned by his experience at the 'Daily News' office, avoided any suggestion that he had aroused Mr. Vanderbilt's anger, and made a sale.

The result was the publication which did the railroad business incalculable damage, and as much as anything led to the agitation

which followed against transportation companies."

So here we have the unromantic truth about the famous phrase. What would you have said had you been Mr. Vanderbilt, and how would you feel if some careless phrase from your conversation today was flung to the world tomorrow in a newspaper headline?—*Southern Pacific Bulletin*



Personal Note

Fri. Jan. 13

Mr. & Mrs. O. U. Watt reside at Heintz-town 57 miles from Pickleville on The Cucumber Vallee Railrud. Can you relish that?

Watt has bin train man on this road for years; in fact he met his wife ridin between stashuns in the same seat, so the conducter sez. He or'ta no.

Peepull who frequents the pickle countri says Mister and Misus has 13 of the lovllest watts (children) they ever seed, and you can't tell one watt from the other watt, so watts the use sayin more?

(Signed) CY PIERCE,
The Undertaker

An Appetizer for even Better Meals on Our Dining Cars!

THE FIRST NATIONAL BANK OF LOS ANGELES

and

LOS ANGELES TRUST & SAVINGS BANK

PRESIDENT'S OFFICE:

Personal and Confidential.

October 6, 1921.

Mr. Daniel Willard,
Care Baltimore and Ohio Railroad Company,
Baltimore, Maryland.

My dear Mr. Willard:

In coming from Washington to Chicago, leaving Washington at 6.40 (the number of the train I have forgotten), I was very greatly pleased by the diner service at breakfast and luncheon on Sunday. I did not eat dinner on the dining car, as it was cut off, but on Sunday morning and at noon it was as good dining car service as I have ever experienced. The steward in charge of the car was J. S. Warde.

Mr. Edward Chambers, of the Santa Fe, was on the train and commented most favorably. I told him I was going to write to you.

Very truly yours,

(Signed) HENRY M. ROBINSON.



Aunt Mary Says:

"Wheelin' Division Folks Dance to the Tune of Snow Men at Their Fifth Annual Ball"

MARY," sez Ezra to me on the day after Christmas, "did ye ever hear that old yarn about the greatest engineerin' feat what wuz ever performed?"

"No," sez I, real curious like.

"Har, har!" he laughs, "it's Wheelin' West Virginny up the Ohio River."

"You don't say so!" sez I, "an' how did they ever wheel it? It must a-took a monstrous big wheel barrow."

"They ain't done it yet," sez he, "but Mr. Garvey sez they're goin' to do it on the 29th. Ye'd better take your carpet bag an' run 'long to see what's goin' on."

"Huh!" sez I, "ye're anxious to get rid o' me, ain't ye? Must be that you're thinkin' o' cuttin' your eye at that Widder Slocum while I'm gone. Let me tell ye, Ezra Hezekiah, ye can't get rid o' me that easy. Anyhow, I ain't carin', 'cause it ain't no use you makin' believe you're young; you always pay up for it in the end, an' if you know what's good fer you you'll get to bed by ten o'clock every night."

"Gee whiz!" sez he, "you talk as if I wuz ten years old."

"Don't act like you be much more'n that sometimes," sez I, an' then I knowed I'd done said enough.

So, when the 28th comes along, I packs my carpet bag an' takes my new silk umbrel what I got fer Xmas, an' beats it fer Wheelin'. I had what you might call a uneventful trip. Didn't nothin' particular happen that night; I didn't fall outen the upper berth; I didn't try to sleep in the little hammock. Only one thing I didn't like much an' that was that 'ere little basin in the wash room. A lady wuz washin' her face in the big one, an' I tried to wash my face in the little one, but couldn't find no stopper. Reckin somebody must a-lost it.

Howsomever, next mornin' after I had finished breakfas', I went into the sleeper an' set down. I happened jest then to glance down the aisle an' caught sight of the top of a head o' white hair. I knowed that head; I never coulda mistook it fer anybody else than our own Mister Wood, of the Welfare Department. My, but I wuz jest as glad to see him as if I'd

a-been a billy goat who'd suddintly spied a tin can. In a little while somebody else appeared on the scene, as it were, an' a pretty good-sized background he made, too, fer it was Brother Sturmer. Well, we got to talkin' 'bout the times when we wuz all young together, when up comes District Freight Agent Marsh, with his foot all tied up in a sling. Reckon he musta been walkin' on strange ground somewheres, but his story wuz somethin' about tryin' to kick a bucket.

We had a jolly old time, each one of 'em tellin' yarns to see which could tell the biggest. Mr. Sturmer declared that he used to ketch trout in a certain stream. Mr. Marsh sez it warn't so; 'twuz bass; then 'long come the conductor, who declared 'twuz German carp. Well, time went on, an' in no time we arrove at Wheelin', where Brother Garvey, as fat an' sassy as ever, was waitin' to meet us.

"Be you all ready fer the big ball, Brother Garvey?" asked somebody.

"You bet," sez he. "All I got to do is go home an' get the missus."

Well, all you could see in Wheelin' wuz folks runnin' to an' fro an' to, an' gettin' ready fer the big party, what the Welfare Association wuz givin'. By eight o'clock they wuz all set. The one hall wuzn't big enough, so they got two. One wuz fer the young folks to dance in an' one for sech dances as quadrilles, Virginny reels, etc. The decorations wuz beautiful. In the big hall there wuz snow a hangin' down from the high ceilin, an' icicles fallin' down jest as natural. I had to get up in the gallery to see that them snowflakes had strings tied to 'em. I reckon that's what one brother meant by remarkin' to another that he bet there wuz strings to this here affair somewheres. Settin' at the ends of the platform near the bandsmen there wuz two great, big snow men. One of 'em wuz s'posed to represent Mister Garvey when he's hungry—that's the one with the smallest front—an' the other one wuz s'posed to show how he looks after finishin' a chicken dinner.

It all looked so nachural that I sorter expected to see some of them Wheelin' Veterans come slidin' down from the ceilin' on

a bob-sled. But nothin' like that happened. The folks kept a comin' an' comin' 'till I reckoned all of Wheelin' must 'a' been there. Just when I reckoned the halls had all in 'em that they could hold, along comes Captain Fletcher with a crowd from Fairmont. There wuz also folks from Holloway, Benwood, Parkersburg, an' from most everywhere all over the world. Fourteen of 'em, under command of Captain John Doyle, came from Newark. They had such a big time that them big Wheelin' newspapers had reporters squeezin' all through the crowds an' huntin' up news.

"Aunt Mary," sez one of 'em to me, real respectable like, "who is that tall, good lookin' man standin' over by the stove?"

"That," sez I, "is our General Superintendent Scott. He sez he's havin' a fine time, but it takes every minute of his time lookin' after his little son Jimmy, who threatens to fall into the tub of orangeade. The 'boys' is mighty glad to have him with 'em tonight. That tall, dark-haired man talkin' to Mr. Scott is Mr. Redding, superintendent of the Wheeling Division of the Pennsylvania Railroad. Mrs. Redding is with him. Ain't neither one of the three dancin', but if I ain't mistaken, I see at least three feet keepin' time to the music. There is two orchestrys; one is Stupp's, the other Jones' Novelty Entertainers."

"Who is that gentleman just walkin' in, the one that's bowin' an' smilin' so pleasantly to everybody?"

"That," sez I, "is Mayor Thoner, of Wheelin', who will make the address of welcome. There's Mister Superintendent Gorsuch, too. I hope he's got on the gum boots he sez he wuz goin' to wear."

"Then," sez that fellow, who wuz the curiousest person I ever seen, "who might that big fat man be?"

"That's Mister Sturmer, grand president of the Veterans; he's from Baltimore. There's also Mister Wood, chief of Welfare, an' District Freight Agent Marsh, all dressed up, an' a whole lot of other folks. Now run along, young man, or you'll be wantin' to dance with me next thing I know, an' Ezra sez I can't dance with nobody but Veterans."

So he run along, an' I got a chance to set down for a minute an' look over the program, which wuz one o' the best I ever laid my eyes on. Do you know Lew Foster, manager of the Wheeling Telegraph office? Well, he's the fellow who's responsible fer that program. It wuz in the form of a Baltimore an' Ohio mileage book, each coupon bein' good fer a dance. On the last sheet wuz the program of the entertainment, which, on account of the large crowd bein' a sort of movin' audience, had to be cut short. There wuz lots of compliments about the program, even from President Willard, who wuzn't able to be present.

Mr. Garvey gave the openin' address, which wuz followed by an' inspirin' talk by Mayor Thoner. Then come songs by Miss Marie Haveron, Miss Lois Wilson and Miss

Marie Slatterick. One of the selections given by Miss Slatterick wuz the song "Shenandoah," which wuz writ by Mister Billy Shelton, operator at Cleveland, an' a gal named Peggy.

The musicians wuz all dressed up in funny caps an' jazzed to their hearts' content. The young folks danced in the big hall, while in the little hall the Veterans held sway. They say that Captain Fletcher swallowed a pint of Scott's Emulsion to limber up his knees.

"Jimmy!" sez Mr. Sturmer as he wiped the perspiration from his neck, "Who sez dancin' ain't hard work?" He didn't know I heard him say it, but I wuz listenin' with both ears. After awhile I heard him tell the brethren that it warn't right to grab any lady, but that each one must grab his own partner. That's where the hard work come in—getting back his partner.

Standin' over on one side an' shakin' his left foot up and down wuz Engineer John Cummins, who has 52 years on his service record as engineer between Wheeling and Grafton, an' he's still goin'.

Somebody please tell me who wuz the lady settin' up in the gallery alongside a certain white-haired gentleman? I'd like to know, fer I want to interdooce her to Ezra some day. She might come in handy when I've left him to cook his own breakfasts an' sew on his own buttons. Standin' sorter between the doors wuz our old friend, Jimmy Craycraft. Jimmy, as you all know wuz once a file clerk in the Motive Power Department at Baltimore. He is now with a manufacturin' concern in Wheelin'. He

brought Mrs. Jimmy along with him, an' you kin reckon we wuz all glad to see her. I wuz also real surprised to see among the young heads that wuz waltzin' around the big hall, the smilin' face of our old friend F. C. Ackerman, who useter be in the Car Service Department when I wuz there. It shorely does a person good to see familiar faces among a crowd o' strangers. But Wheelin' folks ain't no strangers to me now; they're all my own kinfolks, fer I'm their Aunt Mary, an' next time I meet 'em on the street or anywhere, I hope they will be kind enough to grab hold o' my right hand (I keep carfares in my left) an' say, "I'm your niece, Susie Jones," or, "Don't you know your nephew Sam Skinner, no more?" Then I'll feel real glad like.

An' I mustn't forget to tell you about Angela June Applegate. Angela June is that pretty little light-haired gal who writes things about the Wheelin' Division fer the MAGAZINE. An' that nice little feller whose picture you see standin' all by hisself is L. W. Wetzel, who also sends news from up there. If you don't believe they make a pretty good pair o' MAGAZINE correspondents, just turn to the Among Ourselves Department an' read their notes.

After a little while, it didn't seem like no more'n a half-hour to me, Brother Garvey sent out a search warrant ter me, an' said 'twuz time fer old folks like me to be in bed. I looked at the Ingersoll town clock what I carry around on my left wrist an' found to my surprise that it was half a hour past midnight. So I scooted around an' found Mister Henry Grosscurth, who had put my

hat an' shawl away fer me—an' a nice, kind obligin' man he is, too—an' started out with Brother an' Sister Garvey.

When I gets home to Baltimore, Ezra he sez to me, "Mary," sez he, "did you see 'em Wheelin' West Virginny up the Ohio River?" Then he laughed fit to kill himself.

"No," sez I, "but if it's got to be done, them folks up there kin do it."

After the ball the Committee passed the following resolution:

BE IT RESOLVED, that we, Committees and Employes use this means of extending to Mr. J. M. Scott and Mr. C. B. Gorsuch, our most heartfelt thanks and deepest appreciation for the loyalty and co-operation shown in furnishing special trains for the conveyance of employes from various points on the Divisions, thereby contributing in a large measure toward making the Fifth Annual Ball the banner event of all.

A Pointed Question

She had the money and he a small job. He wished to get married very badly, but she was rather undecided. One night as they sat talking about the future, he having coaxed her into a halfway engagement, he said:

"And we'll be very careful and not run into debt and have trouble as the Sissons did. We'll always pay cash—won't we, dear?"

A suspicious look came into her face. Quickly she put forth the question. "Whose cash?"—*Indianapolis News*.



Some of those who enjoyed the Wheeling dance on December 29, and a few who did not. Left: Miss Marie Slatterick and a friend at General McCulloch's Monument. Right: L. W. Wetzel, Magazine correspondent and clerk, Superintendent's Office. Upper: Harold Sigler, Telegraph Office, Lew E. Foster, manager Telegraph Office, A. J. Sonnefeld, chief clerk to division engineer. Center: Some of the folks of the Benwood Offices—Front row: "Bill" Haythorne, "Socks" Stocking, John Cusack, "Joe" Marchani. Back row: "Bill" Keffer, Cecelia Gillingham, H. L. Chapman, J. O. McBride, H. G. Schafer, A. J. Heinmuller, Victor Haythorne and Angela June Applegate, Magazine correspondent. Lower picture—Front row: R. R. Nolan, machine shop foreman; J. P. Duffy, general foreman; A. J. Kettlewell, assistant car foreman; W. W. Copenhagen, gang foreman; L. W. Keffer, chief clerk. Back row: "Jake" Settle, laborer; J. W. Whalen, boiler foreman; F. A. Baldinger, master mechanic; H. D. Campbell, car foreman; F. A. Fawcett, gang foreman; D. K. Hull, assistant general foreman

Vice President Fries Addresses January Meeting of Baltimore and Ohio Post 81, American Legion

THE regular meeting of Baltimore and Ohio Railroad Post 81, American Legion, was held on the night of January 17, in the Assembly Room, Baltimore and Ohio Building, Baltimore.

The members were entertained for half an hour by an interesting exhibition of magic given by Arthur D. Gans, motion picture operator of the Safety Department, who had tied up his tricks with Safety propaganda in such a way as to splendidly combine education and entertainment.

Mr. Fries first discussed the traffic conditions of the Baltimore and Ohio, explaining how seriously our merchandise loading was reduced during Federal control. He said that gratifying headway had been made during the last few years to restore this high class business to the Railroad and that constant efforts are being made also in trying to secure a larger return haul for the Baltimore and Ohio in its westward movement.

He spoke of the high percentage of coal traffic in our total business and of the enormous coal resources which are tapped by Baltimore and Ohio lines, and what an apparently unending source of profitable business this should be for the Railroad.

He outlined briefly the advertising campaign now being conducted by the Baltimore and Ohio in the national magazines, and emphasized the importance of the Capital city as the patriotic shrine of all Americans, in helping employes direct travel over our lines between large cities of the east and west. He spoke in a most appreciative way of the large amount of business brought to the Railroad during 1921 by the individual solicitation of employes outside of the Traffic Department. He said that the Baltimore and Ohio was becoming known, beyond all other railroads, as the "Road of Courtesy," and that too great emphasis cannot be placed on the value of courtesy in increasing the volume of our business. He gave some most interesting illustrations of how courtesy among our employes, over and above that regularly expected, had resulted in large and profitable passenger business which would otherwise not have come to us.

Following Mr. Fries' address a further discussion of the possibility of employes getting business was held, and Jenks B. Jenkins, valuation engineer, said that a case had recently come to his attention in which an employe, having seen a chance traveler purchase a ticket on a competing line between points also reached by the Baltimore and Ohio, had actually succeeded, and without great trouble, in persuading the man to return his ticket and purchase one over "the Best and Only."

The Carnival at the Fifth Regiment Armory on February 22 was thoroughly discussed and the members present pledged themselves to work for its success.

The following resolution was then passed after a long and earnest discussion:

"Whereas efforts have been made to place before Congress a measure providing for adjusted compensation, the revenue for which is to be derived from a tax on the sale of light wines and beers.

"Therefore be it resolved: that Baltimore and Ohio Railroad Post 81, Department of Maryland, American Legion, expresses its unqualified disapproval of any measure which attaches the admittedly just proposal of adjusted compensation to any political measure whatsoever.

"Moved and seconded that this resolution be transmitted to all posts in the Department of Maryland, to the headquarters of all State Departments, to the two United

Beaten Paths

I had an appointment
With a woman
In Washington.
I'd never seen her,
But when she opened
Her door,
I was glad
That I had come.
She looked like a woman
With a head on her shoulders
And a heart
On her left side—
Or the right—which is it?
She was a woman,
Broadminded,
And with an education
That could have come
Only through travel.
Before I told her
My mission,
I had begun to wonder
If she might be
One of the patrons
Of the Baltimore and Ohio.
We talked, and talked,
And talked,
As women will.
Presently she suggested
A cup of tea.
Now if there's anything
That puts me
In good spirits,
It's the suggestion
Of a cup of tea.
I refused it,
But only because
I didn't want
To give her the trouble
Of brewing it.
But my heart was grateful
Just the same
As I said,
"I thank you,
"But I expect to leave
"In a few minutes
"For Baltimore,
"And I shall get a bite
"On one of our diners.
"By the way,
"Have you ever eaten
"On our diners?"
My hostess smiled.
"No," said she,
"I'm sorry to say

"I've never travelled
"On your Road."
"Then," I said,
"You have a treat
"In store for you.
"Would you mind
"Telling me why?"
She replied,
"Not at all.
"I go to New York
"Quite frequently,
"But always on
"The Blank Railroad.
"Our family
"Has always used it.
"But there's no reason
"Why I should not
"Use your Railroad;
"It's foolish, isn't it,
"This following
"Of beaten paths,
"When one might do well
"In trying out another?"
You may be sure
That I agreed.
"Then," said I,
"Will you try
"The Best and Only
"On your very next trip?"
She promised,
And I went home
Very happy.
* * * * *

Easy, wasn't it?
And yet, you know
There are lots of folks
Who simply follow
Beaten paths.
They're just waiting
For someone
Like you
To help them out
Of the rut,
And set them on
The right track—
And that right track
Is the one
On which runs
The Best and Only.
If you don't believe
It's easy work,
Just try it on
Mrs. Brown,
Who lives next door.

States Senators from Maryland, to the Representatives from Maryland, and to the Baltimore newspapers, with the statement that the resolution was passed unanimously by the Post. Carried."

The question of participation of our post in Legion athletics in Baltimore was taken up and the following committees were appointed on athletics and on other activities discussed: Athletic Committee: J. P. Gallagher, chairman, with four additional men of his own choosing. Committee to investigate and report on possibility of bringing former members of Brunswick post of Legion into our membership: L. B. Beck, chairman. Committee on Entertainment for Soldiers at Fort McHenry: R. L. Hause, chairman; to select own committee. Committee on Promotion of Associated Posts'

Dance: M. L. Schwarz, L. B. Beck. Committee on Post Entertainment: R. J. Wilde, chairman, E. F. Callahan, G. R. Dobbin, G. Hanecke, S. B. Miller and J. J. Whelan.

Meetings of this post are held regularly on the first and third Tuesdays of each month in the Assembly Room of the Baltimore and Ohio Building, Baltimore, at 8.15 and all men eligible for membership in the American Legion, Baltimore and Ohio employes and others, who feel that the program of addresses by the officers of the Baltimore and Ohio on current and important Railroad subjects, would be of interest to them, and who have the interests of the ex-service man at heart, are urged to join. Application cards may be obtained from the adjutant, Henry C. Weber, Mount Royal Station, Baltimore, Md.

Second Annual Banquet of the Kentucky & Indiana Terminal Railroad Company Employees' Welfare and Athletic Association

By J. L. Sigmon, Industrial Agent

ON THE evening of December 7, 1921, our officials, employes and friends, with their wives, sweeties, etc., gathered at the Tyler Hotel to put in a little overtime for which they had to pay. The chief server, with his assistants, placed before some 250 appetites one of the best feeds ever laid on the festal board.

As a suitable starter of the evening's proceedings, all present stood and sang "The Star Spangled Banner," and then the Rev. H. G. Connelly, pastor of the Central Christian Church, of New Albany, Indiana, offered prayer.

Then the devastation began! The whole bunch made music with Neapolitan broth and munched green olives and radishes. Grilled filet mignon chasseur, duchesse potatoes and early June peas next met their fate. Head lettuce and tomato salad, with French dressing, followed closely the disguised beefsteak. The grown-up children's hearts were then made glad with ice cream and cake, and the feast was ended with coffee and mints.

W. S. Campbell, our smiling and congenial manager and chief engineer, then made a few remarks on the achievements of the bunch on the Kentucky and Indiana, and casually remarked that, due to the excellent service rendered during the war period, at which time we went through three whole years of abnormal business without issuing an embargo, business has naturally passed through this gateway since the war to such an extent that on several days in November we handled more cars than either belt line at Chicago, and on two or three days we handled more cars than both belt lines at Chicago combined. Some record!

We had as one of our distinguished guests, Mr. Joseph Burge, President of the Louisville Board of Trade, who was introduced by Mr. Campbell and made an interesting talk.

Mr. Campbell then introduced the Rev. Connelly as toastmaster of the evening, who after the telling of a couple of jokes in the way of all good toastmasters, called on the main speaker of the evening, the Right Reverend Charles E. Woodcock, Episcopal Bishop of Kentucky.

Upon arising, Bishop Woodcock was applauded heartily, and remarked: "Now I know how a pancake feels when it is smeared over with molasses." He gave a splendid talk, of interest and profit to everyone present.

By the time Bishop Woodcock finished his talk, there seemed to be no signs of indigestion, so all joined in on the chorus of "Peggy O'Neil." Then two young men, members of the K. & I. forces, displayed excellent talent in an entertaining skit. John Bayers sang several songs, and Lawrence Caldwell imitated very cleverly a person overloaded with moonshine.

In connection with talent on the K. & I.



Walter S. Hopkins



Halbert H. Summers

T. R. R., we must give due credit to the orchestra, which furnished music for the evening, all members of which are employes of this company.

After the singing of "America," the floor was cleared and dancing was enjoyed until the wee small hours.

We had as guests a number of officials and employes of the Baltimore and Ohio, C. I. & L. Ry. and Southern Ry., proprietary lines of the K. & I. T. R. R. Co., as well as officials of other roads, some of whom came from other cities. We also had several prominent business men of the city as our guests.

Promotions of Division Accountants

Halbert H. Summers

HALBERT H. SUMMERS was recently promoted to the position of division accountant, St. Louis Division, headquarters, Washington, Ind.

Mr. Summers entered the Baltimore and Ohio service June 10, 1898, and was advanced successively to the positions of clerk, timekeeper, shop account clerk, assistant shop clerk, shop clerk and division accountant. Headquarters at Washington will not be new to him for, singularly, after a stay there of twelve years, his real advancement started and, after an absence of five years, he returns to be placed at the head of a division accounting office which will rank in size and importance with those of the first grade.

Walter S. Hopkins

WALTER S. HOPKINS was recently promoted to the position of division accountant, headquarters at Garrett, Indiana.

Mr. Hopkins entered the Baltimore and Ohio service on October 23, 1905, in the capacity of messenger, and was advanced successively to the positions of clerk, stenographer, timekeeper, chief clerk and division accountant.



Annual Convention of Grand Lodge of Veterans

THE annual convention of the Grand Division of the Baltimore and Ohio Veteran Employees' Association was held in the Assembly Room, Baltimore and Ohio Building, Baltimore, Maryland, on Thursday and Friday, January 5 and 6, 1922.

Grand President George W. Sturmer presided, with Grand Vice-President J. M. Garvey, Grand Secretary-Treasurer James Wardley and Grand-Sergeant-at-Arms John Doyle, attending.

Grand President Sturmer called to order the convention, which was opened by Brother Fauver's leading in prayer.

The roll call of officers developed that all were present. Credentials of the following delegates were presented, examined and found in order:

Delegates	Division	Representing
Brant, Frank H....	New York, N. Y.	130 members.
Pennell, Chas.....	Baltimore, Md.	1550 members.
Ault, R. T.....	Brunswick, Md.	260 members.
Russler, Raymond.	Martinsburg, W. Va.	201 members.
Lucas, V. J.....	Cumberland, Md.	391 members.
Kimmel, J. B.....	Grafton, W. Va.	240 members.
McGraw, J. E....	Parkersburg, W. Va.	200 members.
Conner, M. M.....	McMechen, W. Va.
Shafferman, John T.	Fairmont, W. Va.	243 members.
Brannon, Thos. J..	Connellsville, Pa.	416 members.
Orbin, Geo. N.....	Pittsburgh, Pa.	400 members.
Aiken, James.....	Youngstown, Ohio.	148 members.
Niederheiser, J. R..	Cleveland, O..	262 members.
Egan, W. T.....	Garrett, Ind...	478 members.
Wallburg, O. L....	Lima, Ohio....	262 members.
Doyle, John.....	Newark, Ohio..
Sheets, Daniel R...	Chillicothe, Ohio.	180 members.
Howden, Harry S..	Cincinnati, Ohio.	247 members.
Gilbert, F. S.....	Seymour, Ind.	172 members.
Hoddinott, John...	Washington, Ind.	255 members.
Bell, G. K.....	Willard, Ohio.

The Board of Directors, consisting of the following members, was present:

Bowers, G. A..... Baltimore, Md.
 Fletcher, H. G..... Fairmont, W. Va.
 Fauver, W. H..... Martinsburg, W. Va.
 Cox, W. C..... Pittsburgh, Pa.
 Pennell, C. H..... Baltimore, Md.

Grand President Sturmer made an urgent plea for cooperation on the part of all the Veterans, saying that in the present unsatisfactory condition of business it is particularly desirable that every member put his shoulder to the wheel and help.

The secretary-treasurer reported that he had no communications to report except those embodied in the finance report. He read the minutes of the last Grand Lodge convention at Hazelwood, Pa., on April 11, 1921, which were approved. The financial report was also approved, the balance in bank being reported as \$512.00. The remainder of the morning session was occupied by President Willard in his intensely interesting address to the Veterans, as given in another section of this issue of the MAGAZINE.

All delegates were reported present at the opening of the afternoon session. Mr. Sturmer announced that President Willard had graciously consented to address the First Convention of the Grand Lodge of the Ladies Auxiliary of the Veterans.

Under new business, a form of transfer card from one chapter of the Veterans to another, was approved and the grand secretary-treasurer authorized to supply such cards on request. The supplying of seals to each chapter was also approved and put in the hands of the grand secretary-treasurer. This officer also announced that he could supply each chapter with annual membership cards, with the proper chapter imprint shown, within four days of receipt of order, so that the membership cards on the system can be uniform.

Grand President Sturmer then appointed the following committee to go over and report on Constitution and By-laws:

Fletcher, H. G..... Fairmont, W. Va.
 (Chairman).
 Brannon, Thos. J..... Connellsville, Pa.
 Aiken, James..... Youngstown, O.
 Wallburg, O. L..... Lima, O.

(Secretary).
 Egan, W. T..... Garrett, Ind.

Mr. Sturmer referred to the statement of

President Willard in his address at the morning session on the Pension, and said that he thought that a great many employees of the Company would welcome the opportunity to make small monthly contributions to the Pension Fund with the idea of securing a larger Pension in their advanced years. After a long and helpful discussion of the subject it was agreed that the grand officers and directors of the Veterans should wait on the Railroad officers in charge of the pension, including the superintendent of the Relief Department, to discuss the matter further.

During the absence of this committee the report of the Committee on constitution and By-Laws was received and approved.

Mr. Sturmer then announced that Vice-President Galloway had given thirty tickets to the delegates to the convention of the Ladies Auxiliary for the day's matinee at a local theatre, and had also offered to assume the expenses for the entertainment scheduled for the evening at Moose Hall for the delegates. A rising vote of thanks was given Mr. Galloway.

At the beginning of the afternoon session Grand President Sturmer and Grand Vice President Garvey were asked to retire. Mr. Bowers moved that the Grand Lodge appropriate the necessary funds to present Mr. Sturmer the gold badge of Past Grand President of the Association, and to Mr. Garvey a ten dollar gold piece, in recognition of their services. The motion was received with hearty approval and passed.

Mr. Sturmer then referred to several occasions on which he had been called on to help Veterans who felt that they had been unfairly treated in respect to working conditions, etc., and that he had been only too glad to do this and had succeeded in helping adjust several such situations to the advantage of the Veterans. He was authorized to handle all such cases which might come to his attention.

Reporting on the Pension, the chairman of the committee, Mr. Fletcher, said that the committee had waited on the superintendent of the Relief Department, who had promised them all the help that he could give them; that they had then endeavored to see Senior Vice President Shriver, General Counsel Bond and Comptroller Ekin, the Committee on Savings and Pension, but that on account of their absence from the city, it was impossible to have the interview. The matter was then left in the hands of the grand president, with instructions that he report progress to the various chapters.

The following grand officers were then elected by acclamation for the ensuing year:

Geo. W. Sturmer, Grand-President... Baltimore, Md.
 John M. Garvey, Grand Vice-Pres. Elm Grove, W. Va.
 James Wardley, Grand Sec.-Treas. Connellsville, Pa.
 John Doyle, Grand Serg't-at-Arms... Newark, O.

The following were elected to the Board of Directors for the Grand Division:
 W. T. Egan..... Garrett, Ind.

G. A. Bowers.....Baltimore, Md.
 W. S. Cox.....Pittsburgh, Pa.
 W. Fauver.....Martinsburg, W. Va.
 H. G. Fletcher.....Fairmont, W. Va.

The following resolution, presented by Messrs Aiken, Brennan and Orbin, was then passed unanimously:

"Resolved that a vote of thanks be extended to our Management for the courtesies extended the delegates to the annual convention of the Veteran Employees' Association, which courtesies are highly appreciated by this body."

Messrs. Aiken, Brennan and Cox presented the following resolution, which was duly approved:

"Resolved that a vote of good will and success be extended our Ladies' Auxiliary, and that they be advised of our co-operation to the end that they may be successful in every line of endeavor that they may undertake."

H. W. Fauver of Martinsburg, West Virginia, was appointed grand-chaplain by the grand president, and the convention adjourned to meet next year at Newark, Ohio.

An entertainment was given on Friday night, January 6, at Moose Hall, to which all the delegates were invited. The program rendered was good and was enjoyed by all present—about 650 persons. C. W. Galloway, vice president of Operation and Maintenance, was the speaker of the evening. His address will be reported in the MAGAZINE. Dancing was enjoyed until a late hour.

Messrs. Sturmer and Garvey were presented by Mr. Bowers with the tokens given them by the Grand Division Convention and both expressed their appreciation of the thought that prompted this act of courtesy on the part of the delegates.

"Ladies, Sisters and Friends of the Baltimore and Ohio Veterans' Association: It is with great pleasure that I meet you here this morning. We have been associated for a number of years, and now you have come to the conclusion to gather together in a grand body.

"This body is represented by delegates from all divisions. No organization is successful without the help of the ladies. The ladies have always taken part in all of the outings of the Veterans. It is through you particularly that social and moral betterments are possible. (And right here let me say that I do not believe that I would have ever gained what grace I now possess, had it not been through the love of the wife that I have.)

"I am satisfied that when you get down to business your influence will be that of harmony and peace. We are looking toward a great future. Our officials have proved themselves to be our friends, and our associations have proved that they are with us.

"I wish now to place in position your temporary officers. Your by-laws and constitution are practically the same as those of the men; what rules and regulations are made will not conflict with those of the general organization. We have recently had at least a half-dozen requests from other railroads for data concerning the organization of our Veterans' Association. This is only a proof that we have given good results. The Pennsylvania Railroad Veterans are using our by-laws in organizing their chapters. We are the fathers of the Veterans' Association. Baltimore and Ohio, first, last, and always!"

Ladies' Auxiliary Forms Grand Lodge

ON January 5 and 6, when representatives of the various chapters of the Baltimore and Ohio Veteran Employees' Association assembled in Baltimore at the annual meeting of the Grand Lodge, the Ladies' Auxiliary also gathered together its delegates and alternates for the purpose of forming a grand body. The meeting was held in the Hotel Condon, Baltimore, at the same time that the Veterans' meeting was being conducted in the Assembly Room of the Baltimore and Ohio Building.

Some of those who came from distant

points arrived in Baltimore the day before, in order to get well rested up for the big job that was ahead of them; others who had never seen Baltimore came in time to get a peep at the headquarters of the Baltimore and Ohio; still others arrived on Number 4, which brought them into town just in time to get breakfast and get to the meeting, which took place at 9.30 a. m., on Thursday morning.

The meeting was opened by Brother G. W. Sturmer, grand president of the Veterans, who addressed the ladies as follows:



SOME OF THOSE ATTENDING THE GRAND LODGE CONVENTION OF THE VETERANS

Left to right, front row, are James Wardley, grand secretary and treasurer, Connellsville; George W. Sturmer, grand president, Baltimore; John M. Garvey, grand vice president, Elm Grove, W. Va. Middle row: F. H. Brant, delegate, New York; J. T. Shafferman, delegate, Fairmont; J. Riley, visitor, Baltimore; G. A. Bowers, member of board, Baltimore; H. S. Howden, delegate, Cincinnati; T. J. Brennan, delegate, Connellsville; O. L. Wallburg, delegate, Lima; J. Doyle, delegate, Newark; W. T. Eagan, delegate, Garrett; G. K. Bell, delegate, Willard; M. Horan, visitor, Fairmont; R. Russler, delegate, Martinsburg; D. R. Sheets, delegate, Chillicothe; J. Hoddinott, delegate, Washington; James Aiken, delegate, Youngstown; H. G. Fletcher, member of board, Fairmont; F. M. Keane, visitor, Grafton; J. E. McGraw, delegate, Parkersburg. Front row: W. S. Gandy, visitor, McMechen; J. M. Quinn, visitor, Parkersburg; E. F. Augustine, visitor, Parkersburg; J. R. Neiderheiser, delegate, Cleveland; G. N. Orbin, delegate, Pittsburgh; C. H. Pennell, delegate, Baltimore; W. C. Cox, member of board, Pittsburgh; J. B. Kimmel, delegate, Grafton; V. J. Lucas, delegate, Cumberland; J. F. Martin, visitor, Brunswick; C. A. Richardson, visitor, Baltimore; M. M. Conner, delegate, McMechen.

Mr. Sturmer then appointed Mrs. Frank Howard as temporary president; Mrs. Howard thanked Mr. Sturmer; then Mrs. Joseph Wallburg was appointed as temporary secretary. In leaving, Mr. Sturmer said:

"I wish you God-speed. Let harmony and friendship prevail in all your undertakings. I thank you."

Mrs. Howard then explained that the gavel to be used in this meeting was made by a Baltimore and Ohio man at Mt. Clare Shops; it was one used by the I. O. O. F., and had been loaned to the Ladies' Auxiliary. Mrs. Howard proceeded as follows:

"Ladies, you understand that we are assembled here to organize a Grand Body of the Auxiliary to the Baltimore and Ohio Veterans' Association. The West has come to meet the East. We have come representing the auxiliaries from the various divisions from different states, with a oneness of purpose, to lend our presence to the uplifting of our people, to the upbuilding of our organization. So, in our happiness of today let us not forget the responsibilities of the work before us. The deeds of today make the history of tomorrow."

"Yes, the West has come to meet the East. Next year we hope to have the East come to the West. There we shall greet them, not only with a smile, but with a warm and hearty welcome. We hope that our aim may be one of peace and harmony in all of our undertakings."

"I consider it a pretty compliment that Grand President Sturmer has bestowed upon me, and a great honor that he has conferred upon me by placing me in this chair to open the meeting and to 'start the ball rolling.' And you, my sisters, will you help me? Will you help me to help the brothers in their efforts to build up the organization of which they are so proud? May I ask this of all of you?"

"Perhaps you do not realize just what this means to all of us and our families. But let us stop and think. We, as a class of railroad people, have the ability to do things, and great things, just the same as any other group of people. We are a proud people, and stand firm to believe that we *can* do, we *should* do, and we *will* do; that we will go on and on and show to the world that where there is a will there can be made a way to do all these things that we would like to do."

"Now, for instance, by request of our men we are forming a grand auxiliary. Just see the results. Look over the field that we, as women, have travelled, the things that we have done to bring our railroad men and their families together. Why should we not do all that we can to make the evenings of the lives of our Veterans happy? My husband and your husband—they have done and are doing much for us. They are faithful helpers of their employers, they have given generously of their strength and efforts to please them, they have not shirked their duties or the responsibilities

of the demands made of them. They are still trying to please, and well may their employers say that they are their tried and faithful coworkers."

"And so, my sisters, we have given the forming of this grand body our earnest consideration, and upon all of us, our voices and influence, our willingness to work, our efforts to do good—upon all these will depend the work of this body of women. Again, we ask your help."

Since no delegate had been elected for the Baltimore Chapter, Mrs. G. A. Bowers was appointed to fill that position. Mrs. Bowers chose Mrs. Wall as alternate. Mrs. Howard then requested that the delegates, alternates and visitors come forward and receive their badges. The delegates were then seated to the left of the president's chair, the alternates at the right, and the visitors in the rear of the room. The question came up as to whether or not the divisions whose chapters had sent no delegates should be represented by a vote. It was decided to give no vote to divisions not represented.

Mrs. Howard requested a visitor to open the Bible. The meeting was then officially opened by the singing of "America," and by the Lord's Prayer. The election of officers followed.

Mrs. Frank Howard of Newark, Ohio, was unanimously elected grand president and Mrs. J. M. Garvey of Wheeling unanimously elected grand vice-president. In a speech of acceptance, Mrs. Garvey said: "When we stop to think of our men and of their years of service, we can well be proud of those who railroaded even before the days of the caboose. Our men are noble, but our women have made them so. We can make our Association what we wish it."

Mrs. Otto Wallburg of Lima, Ohio, was unanimously elected grand secretary, and Mrs. G. A. Bowers of Baltimore, unanimously elected grand treasurer.

Other elections were as follows:

Chaplain, Mrs. W. E. Hodel, Grafton, W. Va.; inside marshall, Mrs. H. C. Allgire, of Brunswick; outside marshall, Mrs. Hopper, of Garrett, Indiana. Mrs. F. M. Keane, Grafton, W. Va., was appointed grand marshall for the installation of these officers.

The marshall then stood with her right hand on the Bible, while the others who had been elected stood, each with a hand on the shoulder of the one before her and repeated the oath of office. The marshall then placed the officers in their respective positions in order that they might hear the duties which were required of them. Then all members and officers arose to receive a word of greeting from the president, after which the Mizpah benediction was repeated and the meeting adjourned until the afternoon.

At 1.30 p. m., the meeting convened. Committees were appointed as follows: Press committee—Mrs. Bowers, Mrs. Hopper, Mrs. Sheets; Courtesy Committee,

delegated to Pittsburgh, Grafton and Cumberland; Credential Committee, delegated to Lima and Willard; Arrangements Committee, Newark, Youngstown and Connellsville; Memorial Committee, Washington, Garrett and Martinsburg; By-laws Committee, Mrs. Garvey, Mrs. Gandy, Mrs. Wallburg, Mrs. Smith, Mrs. McGraw. Following this there was a discussion of by-laws. A motion was made to adopt a new pin for the members of the Auxiliary. This will bear the name "Baltimore and Ohio," instead of the "B. & O.," on white enamel. The old pin, however, holds good, as long as its usefulness as a pin is assured, but no more of the old variety will be made.

The president then asked for volunteers to go to help with the organization of chapters on railroads other than the Baltimore and Ohio, who had asked for such service. A number of those present signified their desire to help in this work whenever requested by their president to do so.

It was then made known that wives of the Veterans at Cleveland and Cincinnati are anxious that Ladies' Auxiliaries be organized on their divisions.

Many interesting reports were given when the president requested that each delegate tell something of the work on her division. Mrs. Charles Shipley extended to the Grand Lodge a welcome to the city of Baltimore. She told of the growth of the Baltimore Chapter to its present membership of 485, and that the underlying principle of her membership campaign was "Feed 'em." She wished success to all and pledged her support and that of the Baltimore Chapter to the Grand Body. Mrs. Shipley then extended a cordial invitation to the members to meet with the Baltimore organization on the afternoon of the next day.

One of the interesting reports was given by Mrs. Hopper, representative from Garrett, Indiana. Mrs. Hopper said that the Garrett Chapter was organized one year ago. Practically all of the town is composed of Baltimore and Ohio folks, so it was suggested that the Ladies' Auxiliary do something toward improving the grounds around the town library, which is supported by the people individually. A rummage sale was held and over \$300 was realized. They expect to put in a hedge and to buy some new books for the library. Neither the Ladies' nor the Veterans have had a good meeting place; oftentimes the men have not met at all. So, as a last resort, the Ladies' offered to pay rent for a meeting place for them all. They then set about to get the organization together. The Ladies provided an entertainment for the Veterans; about 60 were present, and they had a fine time. Mrs. Hopper is expecting greater results from the meetings during the coming year.

Mrs. Harrod, Washington, Indiana, said that the Veterans' Association at that point began with a chapter membership of 5 men and 4 women. They now number 250 and 41, respectively.

Mrs. J. M. Garvey, representative from Fairmont, told of their Hallowe'en balls, Thanksgiving parties, and other social activities. Said Mrs. Garvey, "Our Auxiliary was the fourth on the System to be organized. We do not confine our social events to meeting nights; we have such a good time at our parties that we have one for nearly every holiday. I travel 80 miles to my meeting on every third Saturday of the month."

Mrs. Howard told of the penny march for flowers, of the social affairs, musical programs, and membership teams—all of which make up a part of the meetings of the Newark Division Auxiliary. The charter membership of this chapter was 58; there are now 328 members, the Veterans of that chapter numbering over 600.

The meeting of the first day closed with a tour of the Baltimore and Ohio Building. On their visit to the third floor, where the offices of the president are located, they were met by James S. Murray, assistant to the president, who escorted them on a tour of these offices. For this courtesy the ladies express their sincere appreciation.

The important feature of the meeting of the second day was an interesting address to the Grand Lodge by President Willard. He told them of the many things they could do toward making their own homes pleasant and agreeable for the railroad man. He reminded them of the necessity of harmonious environments for the men in order that they might properly and faithfully attend their daily duties. He cited as an example the purpose of the Dinner Pail Contest which was carried on through the Magazine last year, and explained how each woman could do her share in working for the welfare of the Baltimore and Ohio Family.

The Ladies then voted that Mrs. Willard be made honorary member of the Auxiliary. Mr. Willard accepted in her name.

Mr. Bowers, ex-president of the Baltimore Chapter of Veterans, then gave an interesting talk on the work of the pensioners. Following this came the reports of various committees. It was then announced that Newark, Ohio would be the meeting place for next year's annual convention, and that the annual picnic would take place at Buckeye Lake, in June, 1922.

Mrs. Howard was then presented with a handsome umbrella, the gift of the representatives of the various divisions. The meeting adjourned with the singing of "God Be With You 'Till We Meet Again."

An enjoyable feature of the afternoon was a theatre party, given by Vice President Galloway to the ladies assembled at this meeting. There were about 35 who availed themselves of this pleasure, all of whom expressed their appreciation for Mr. Galloway's thoughtfulness and who thoroughly enjoyed the matinee.

Thoroughly business-like, whole hearted, and earnest—this was the spirit that pervaded the convention from beginning to end. How each one seemed to enjoy not only the association of the women for a splendid purpose, but also for the share that she herself had in the formation of this Grand Lodge! Three cheers, we say, for the Ladies' Auxiliary!

Ladies' Auxiliary of Martinsburg Serves Banquet for Veterans and Their Families— A Sermon without a Moral

Text: Brethren, beware of Martinsburg, lest the ladies of that city press food upon you so that ye become too full for utterance.

—From Brother Bowers' Book of Experience.

Brethren and Sisters:

When I look back with a retrospective eye and an overloaded stomach, I am constrained to make a few remarks concerning the dangers that may beset mortals who heed not the warnings of their physical makeup and insist upon attending the banquets at Martinsburg. However, the principal reason for my presenting the subject in this manner was inspired by a passage of well-chosen words, let fall by a Pullman porter on train No. 1. They were as follows:

"I hear dat dem Martinsburg **Reverends** is gwine to hab a banquet tonight."

How the word **Veteran** became so changed as to signify **Reverend** is beyond my power

to explain, but, speaking from a spiritual standpoint, there were, to my knowledge, three perfectly good reverends present at the banquet, which perhaps accounts for the statement. I shall now proceed to speak of some of the happenings at this banquet, if you will bear with me for a few moments. Thus may the warning be more strongly impressed upon your minds so that ye may be more inclined to heed the words of good advice.

On the evening of January 26, the Veterans, their wives and families gathered together for their annual banquet. Verily, when the hour of eight proclaimed the time for the beginning of the festivities, lo, the banquet hall was already overflowing with the spirit of good will and a goodly array of eatables, and persons numbering two hundred.

And verily, Brother W. L. Stephens stood at the door to see that nobody entered to enjoy the festivities without first presenting credentials.

Immediately, therefore, the election of officers began. The nominations had already been made, and the election was but a matter of a few moments, and verily, this pleased the hungry throng, for the odors of chicken, and ham, and potatoes and gravy, and coffee, and slaw, and salads, and baked beans, and celery, and rolls, and jellies, and ice cream had begun to prey upon their nostrils; and the tables had also become pleasing unto the eye. With their decorations of candies and baskets of flowers, the hall had become transformed into a veritable paradise, from whence no traveller would wish to return. For the ladies of the Auxiliary did credit unto their lodge and unto their husbands.

And I say unto you that the slaughter of chickens was great, and with gusto were



They took a trip to Niagara Falls, did these members of the Baltimore Chapter, Ladies' Auxiliary. They are standing, left to right: Mrs. Anna Riley, Mrs. Elizabeth Dill, Mrs. G. A. Bowers, Mrs. Julia M. Kinsey; seated, Mrs. Catherine Cox

they devoured. Thirty of them, said Sister Auld, had had their necks chopped off in her back yard. (I trust that the good sister realized the value of chicken-head soup.) And behold there was Sister Keedy, garbed in an apron of muslin fabric bedecked with bouquets of gingham. And she and the other good sisters not only served well, but also entertained the guests. And the smile of Sister Copenhaver was fair to see, and the ears of Sister Taylor were open wide for news for the MAGAZINE; and Sister Burkhart gathered in members for the Ladies' Auxiliary between the plates of ham and potatoes; and the noise that was made among the dishes which were passed to and fro was pleasing to the ears, for verily, it was as of the buzzing and humming of a swarm of honey bees. save that the ladies here represented needed no honey to render them sweet.

Soon there came the Cumberland Shop Band with all of the necessary accoutrements, including Signor De Luca and Ed. Warner. And verily, I say unto you, that these brethren did play. And the music thereof was sweet and altogether magnificent, so that one sister expressed the wish that this band might play at her funeral. And lo, when the band began an old-fashioned medley, the "Mocking Bird" indeed set many feet a patting; and "Oh, Suzanna!" became too much for the feet of Engineer Tom Foreman, who cut a pigeon wing at one end of the platform; and at the sound of "Turkey in the Straw," the ladies jigged back and forth from the kitchen as they brought in dainty morsels to feed the extra hundred people who had arrived. But the climax of the evening's foot shaking came when Brother and Sister Burkhart and Brother and Sister Copenhaver executed a square dance at the end of the room.

And behold, Brother Fauver, in a strong and appealing voice, brought unto the assembly a stirring message, for Brother Fauver is a man who dares to speak his own

thoughts, and the esteem in which he is held by his fellow men was expressed when they re-elected him as president for the ensuing year. Brother Fauver's remarks were beautifully illustrated by the singing of a hymn by the male quartette of the United Brethren Church, of Martinsburg. These brethren also added much to the enjoyment of the evening by rendering a series of gay songs. Dear to the Veterans also was the good old song, "When You and I Were Young," sung by Mrs. Annie Kilmer, accompanied by Miss Grace Fauver at the piano, and Mr. Lee Wolford, violinist.

The man who was scheduled as speaker of the evening, Ex-Governor Cornwall, was ill, and therefore was unable to be present; his place, however, was nobly filled by Ex-Senator C. J. Faulkner, honorary member of the Veterans' Association and Company's counsel. He brought to those assembled the regrets of Mr. Cornwall; he paid a noble tribute to the women, and told the men of what importance each one can make himself in the progress of the Country, for, as he said, there is no greater business in the world than that of transportation. "Brethren," said he, in conclusion, "my Veteran's card dates back to 1868; there is only one man ahead of me; this man is 81 years old, and at the expiration of 40 years, he retired. I am still going."

And behold, when the applause which had followed this speech had ended, Brother Wood, chief of Welfare, was called upon to speak. And he spoke. And the words of his mouth sank deeply into the hearts of his hearers. He spoke of the illness of Brother Sturmer and of his regret at having to be absent; and he voiced the sentiment of the assembly, for truly Brother Sturmer's familiar face was missed from its accustomed place. And Brother Wood spoke of the importance of transportation to the race, of the progress of the telegraph, the telephone, the airplane, and of the effects of these inventions on posterity.

Results of the Election, Martinsburg Veterans

President, H. W. Fauver
Vice-President, W. A. Burkhart
Recording Secretary, C. E. Auld
Financial Secretary, R. Russler
Treasurer, J. H. Aldridge
Sergeant-at-Arms, H. G. Wilger

EXECUTIVE COMMITTEE

A. J. Criswell	W. L. Jones
J. W. Kastle	R. L. Harris
L. M. Van Horn	C. B. Britt
G. E. Tederick	J. H. Copenhaver
J. T. Hasson	J. G. Davis
J. E. Oliver, Sr.	J. W. Thomas
E. B. Robertson	M. S. Deavers
R. F. De Lancy	J. R. Mercer
J. S. Cage	J. B. Rudy
M. Furr	A. Comrey
G. C. Kilmer	Horace Tabb
A. R. Sanders	J. W. Fellers

Members of the Ladies' Auxiliary Who Helped to Make the Banquet a Success

BANQUET COMMITTEE

Mrs. C. E. Auld, <i>Chairman</i>	
Mrs. Bertie Baker	Mrs. Jennie Linthicum
Mrs. C. H. Lowery	Mrs. H. D. Brenisen
Mrs. J. H. Copenhaver	Mrs. W. G. Keplinger

ASSISTANTS

Mrs. W. A. Burkhart	Mrs. J. E. Pyne
Mrs. L. M. Van Horn	Mrs. G. E. Tederick
Mrs. L. Carper	Mrs. Clara Taylor
Mrs. J. W. Mathers	Mrs. H. W. Fauver
Mrs. J. M. Windham	Mrs. W. Williams
Mrs. E. T. Cline	Mrs. H. D. Airhart
Mrs. F. K. Welshans	Mrs. J. A. Zepp
Mrs. R. F. De Lancy	Mrs. L. A. Bowers
Mrs. T. Knuckles	Mrs. J. F. Wilhelm
Mrs. E. B. Robertson	Mrs. H. Robertson
Mrs. C. Grozinger	

Then Brother Bentley, of the Maintenance of Way Department, Baltimore, took up the thread, speaking of the unsettled condition of the railroads, and of the manner in which the Veterans could help to remedy this condition, and of the opportunities of railroad men.

Now, Brethren, comes the sad part of the story. Brother Bowers was introduced, but, like the virgins in the parable, he was not ready. But, strange to relate, his lamp was filled to the brim, so filled, indeed, with the good things which the women had prepared for him, that he was scarcely able to rise. And he had never ceased eating from the time he had seated himself at 8.00 o'clock until the minute when his name was called to speak. And the very chair creaked as he arose. And it became a great labor for him to speak. However, despite these obstacles, he paid a tribute to the officers and to the men of the Railroad and expressed himself as being satisfied with the amount of nourishment provided for him. But verily, had he known what was happening while he was in the midst of his address, the words had frozen on his lips; for lo, the sisters removed the food from the table, so that when he seated himself again, there was no more to be had without the consent of Sister Bowers, who, be it known, was not anxious that he should suffer with another attack of the gout. And Brother Bowers was exceedingly sorrowful, but we have learned since that the good sisters acted wisely.

Now, Brethren and Sisters, I would not neglect to mention the presence of Rev. W. A. McKeefrey, who offered the grace before meat; nor that of Reverend Wagner, of the

Our Locomotive Engineers Will Be Glad to Read This Letter

Mr. Kenneth P. Allen, Consulting Electrical Engineer, Uniontown, Pa., wrote us on October 3. The last portion of his letter reads as follows:

"It might interest you to know what one of the leading coal operators told me last week. We were on our way to Pittsburgh and I asked him if he traveled the Baltimore and Ohio very much. He replied that he hasn't traveled any other line, except when in Europe, for fifteen years. As for myself, I always prefer it to any other even if I have to walk a mile or two to get to the station.

"Let me ask you, how do you get your trains to ride so easy? There are very seldom any jerks and bumps. Do you have the method patented or why isn't it used on other roads?

"I will not take up more of your time but want you and your employes to know that their efforts are appreciated.

"Believe me to be,

A satisfied rider,

(Signed) Kenneth P. Allen."

Lutheran Church, and his good wife, who made merry at the tables; nor the presence of good Brother Seachrist, of the First U. B. Church, who dismissed the company with his blessing.

And as the festivities were being brought to a close, we saw Uncle John Ketzner, displaying his fifty-year button to the young ladies who gathered about him, for, as Uncle John says, "I'm mighty young yet, and I like to talk to the ladies." And Brother Allison, of Cumberland, sat on the front row and took in everything; and Brother Auld was the busiest man in the place, for whenever anybody wanted to know anything, "Charlie" was on the job. And behold, there was Brother E. B. Huffman, general car foreman, who was too modest to make a speech; and Brother James Hartley, 82 years old, with a service record of 45 years as conductor. And

standing together, as though to sing as a quartette, were Trainmaster Grove, Assistant Trainmaster Tomry, Road Foreman of Engines L. Crambidth, and his assistant, C. H. Norris. And Mrs. Charles Lewis, from Baltimore, held forth with the women voters. And great was the assembly which gathered together. And Brother Burkhart regaled a certain lady about the time when he was young and when he took the girls sleigh riding. And Brother Tanner looked with an approving eye upon all of the doings of his "boys" and "girls." And verily, he enjoyed them greatly.

And now, Brethren and Sisters, my sermon is ended, for the banquet was a great success. There was not one among those assembled who enjoyed not himself, and all went home happy. Now, will you all kindly remain standing while Brother Tom Foreman cuts the pigeon wing?

Three Fifty-Year Service Buttons Presented to Connellsville Veterans at Get-Together Party

By S. M. DeHuff

WE KNOW not what manner of rallies are held by the Veterans' Associations of "foreign" divisions; we are, however, in a position to say, with much certainty, that when the Connellsville sector of the clan conducts a get-together party they make 'em snappy—worth while reporting in the dispatches of the day.

On the evening of December 22, the live-wire committee on our home division, made up of Edward Lowden, Walter Haines, Anthony King, "Billy" Turner, "Jim" Wardley, "Tom" Brennen and Mrs. M. M. ("Mac") Patterson, were instrumental in making the populace of this staid village sit erect and observe one of the most interesting and enjoyable affairs ever sponsored by our association.

Through the traditional hospitality of the B. P. O. E. Lodge, all locks were removed from the doors of its local home and some 400 folks manned the card rooms, bowling alleys and ballroom in a happy, care-free spirit that must have gladdened the heart of the Right Honorable George W. Sturmer, grand president of the Association, who generously shared the limelight with other distinguished guests.

Following a short era of handshaking and acquaintance-renewing, Samuel Ervin, with a display of oratory that was pleasing to his many friends, hushed the noisy throng and very ably introduced Division Superintendent R. W. Brown, who in turn held the attention of all with an interesting address. After speaking with pleasing brevity and pointedness on the aims and purposes of the association, the genial superintendent turned his attention to the three principal honor guests of the evening. Resting his hand on the shoulders of each, he introduced in turn, Daniel ("Tucker") Hunt, Thomas Woods and Sheppard Edmonds, representing a grand total of 150 years of unblemished

service record, and, with congratulatory expressions befitting these Veterans, presented each with the association's badge of honor—the 50-year gold button and beautiful bouquets for their wifely helpmates.

Then followed dancing of every known variety: square, round, jig and that well known brand—the "hoe-down," participated in by all ages, from seven year old curly-heads to patriarchs of seventy or more. And how everyone did eat! Cake, sandwiches, ice cream and coffee formed the *pieces de resistance* and between mouthfuls, folks either danced or listened to excellently rendered vocal solos.

Gazing in retrospect at the affair and mentally reviewing it from every known angle, the consensus of opinion is that the Veterans' Association gave its members and their many friends an evening of unalloyed, 18 karat joy.

Ladies' Auxiliary at Pittsburgh Elects Officers

THE Ladies Auxiliary of the Veteran Employes' Association, Pittsburgh Division, held its regular meeting on December 6, in I. O. O. F. Hall, Hazelwood, Pa. After the members had partaken of a splendid luncheon, the annual election of officers took place. The following were elected to serve for the ensuing year: President, Mrs. Frank Applebee; vice-president, Mrs. James Martin; recording secretary, Mrs. Joseph Meehan; financial secretary, Mrs. Phillip Ellery; treasurer, Mrs. Robert Hill; chaplain, Mrs. George Peters; marshall, Mrs. John McMunn; pianist, Mrs. Peter Klaus.

On January 3, the new officers were installed, Mrs. Heberling being the installing officer and Mrs. H. K. Daugherty serving as marshall for the installation. The president appointed Mrs. Ira Nicholson as chairman of the Entertainment Committee and Mrs. Bolton as chairman of the Finance Committee for the year 1922.

The business finished, Mrs. Robert Hill recited the little poem, beginning:

"It was midnight on the ocean,
Not a street car was in sight;
The sun was shining brightly,
And it rained all day that night."

Since our last meeting, Conductor M. J. Ford has passed away. We extend to Sister Ford our deepest sympathies in her hour of bereavement.

Our meetings are interesting and we hope to have many new members this year. We shall be glad to have our Auxiliary sisters from the other divisions visit us. Our meetings are held the first Tuesday afternoon every month in I. O. O. F. Hall, Hazelwood, Pa.

We wish to all auxiliaries, as well as to our own, many more new members this year and a Happy and Prosperous New Year to all.

The President of the United States on Industrial Relations

I decline to recognize any conflict of interest among the participants in industry. The destruction of one is the ruin of the other, the suspicion of rebellion of one unavoidably involves the other. In conflict is disaster, in understanding there is triumph. There is no issue relating to the foundation upon which industry is builded, because industry is bigger than any element in its modern making. But the insistent call is for labor, management and capital to reach understanding.

The human element comes first, and I want the employers in industry to understand the aspirations, the convictions, the yearnings of the millions of American wage-earners, and I want the wage-earners to understand the problems, the anxieties, the obligations of management and capital, and all of them must understand their relationship to the people and their obligation to the Republic. Out of this understanding will come the unanimous committal to economic justice, and in economic justice lies that social justice which is the highest essential to human happiness.—Warren G. Harding.

"They greet you with a smile—" "They always try to please—" "They make you feel that the Baltimore and Ohio is the Only Road—"

"That's the reason we are giving you all our freight—"

The following letter, commenting on our service, was addressed to President Willard by the president of an important industrial concern located on our lines. The friendly actions of our employes, as mentioned, not only redound to the reputation of the Company but also result in increasing the amount of business given us. And this, in turn, results in the employment of more men and contributes to the mutual benefit of the Company and its employes alike.

Lumber Company

_____, Pa.,

December 14, 1921.

Mr. Daniel Willard, President,
Baltimore and Ohio Railroad Company,
Baltimore, Md.

My Dear Sir:

On November the 26th, I left this city on train No. 5 for Chicago, and from there I went on to the states of Washington, Oregon and California, and when I got back to Chicago I took your train No. 6 back to our city here. In the last few years I have had to make several trips out that way on account of my business, and a great many people have said to me, "how does it come you always travel Baltimore and Ohio." I have answered by saying, "because when I am on their trains those gentlemen always make me feel just the same as if I was at home with my family." From your conductors down to porters on the train, when you go into your dining cars your men always greet you with a smile, and when you are in there they are trying their best to please you and make you feel, as well, that the Baltimore and Ohio is the only road, and I wish to state, Mr. Willard, right here that this is why the _____ Lumber Company is and has been sending all their freight Baltimore and Ohio. In this city alone this year there have been about 100 cars of lumber come here for us. I feel certain that at least 85 to 90 of these cars came Baltimore and Ohio, balance _____. On my last trip back from the coast the day I was coming into Chicago on the _____ R. R., three parties said to me, "what is the best road to Washington, D. C.?" I said, "take the Baltimore and Ohio, by all means, as you can't beat that road, especially for service."

The third party wanted to come as far as Akron, Ohio. I got him to come Baltimore and Ohio and these first two parties also bought tickets Baltimore and Ohio to Washington, D. C., for they got on the same train with me, which was your No. 6, which left Chicago, Ill., at 6.25 p. m., Saturday night.

Now, Mr. Willard, your men all treating me so kindly as well as everybody else who comes in contact with them, is why I am such a booster for your road, and is why you are getting all of our business, as when business is good we handle all kinds of car loads that don't come to this city, but go to Cleveland, Pittsburgh and Philadelphia District from Aberdeen, Washington, and I route them Baltimore and Ohio or wherever your lines reach. I have said at different times to myself when I would make a trip over your road, that I was just going to write you what I thought of the Baltimore and Ohio, as I always enjoy hearing good reports from my men. I have always made it a rule that every man who works for our Company was going to get a square deal, and when I was away from them, why they would naturally work for my interest. I must say that your men do this, especially those west of Pittsburgh, Pa., as these men I come in contact with quite often.

Yours truly

President

Death Claims John H. Doyle, Veteran Passenger Conductor, Newark Division

But Finds Him with a Service Record of Fifty-two Years and a Clean Slate

RECORD O. K.!" How many of us, after half a hundred years of service can find this phrase written after our names? John H. Doyle, veteran employe, 65 years old, died suddenly at his home in Newark, Ohio, on Sunday, January 8. Had he taken the trouble to examine his service record with the Baltimore and Ohio, dating from the time that he was 13 years old, he might have seen this notation. But he did not need to look up his record, for having faithfully performed his duties from this time on, he had no reason to doubt that his record was a clean one.

"Captain" Doyle, as he was familiarly known, was born in Newark, Ohio, on November 15, 1856. In 1869 he came to the Baltimore and Ohio as watchman. On March 4, 1873 he was promoted to section-man; on June 18, 1874, he became machinist apprentice, and on January 12, 1876, train caller. His first experience "on the Road" began on July 9, 1879, as freight brakeman. The next year he was made freight conductor. Five years later he was promoted to passenger conductor, and this position he held until his death.

He was one of the best known and most popular railroad men on the System. His splendid work among the Veterans had marked him as a leader, and he was one of the chief promoters of this organization. He attended the meeting of the Grand Lodge of the Baltimore and Ohio Veteran Employees' Association, which met in Baltimore, Maryland, on January 5 and 6. He was re-elected to his office as grand sergeant-at-arms, and was instrumental in securing the agreement of the officers and members of the Grand Body to hold the annual meeting for next year at Newark, Ohio. He had returned from the convention to his home at noon on Sunday, when he was taken ill suddenly. His death oc-

curred at about 10 o'clock in the evening of the same day. He is survived by two daughters, Miss Cora Doyle, and Mrs. Leo T. Davis, both of Newark, and two sisters, Misses Sarah and Rose Doyle.

Although Mr. Doyle never aspired to office, he took quite an active interest in politics.

So great was Mr. Doyle's interest in the Veterans' Association that when a Ladies' Auxiliary was organized in his town, it was named the John Doyle Auxiliary. He sometimes referred to this in a jocular way, but it must have been quite a source of pride to him, for nothing pleased him quite as much as to mingle with his fellow employes at some social function.

Kind, courteous, obliging, charitable, willing to serve—these are some of the characteristics that mark the life of him whose service record is marked "O. K." There is hardly a Veteran of the Road who does not remember the tall, kindly faced brother, and his absence from the ranks will be noticed particularly by them. And although his place cannot be filled as he would fill it, yet it behooves the younger railroaders to look upon this man's life as a criterion by which they would judge their own service.

The funeral services were held from his late home in Newark on Wednesday, January 11, at 2.00 p. m. Interment took place in that city.

The love and esteem with which Mr. Doyle was held among his fellows of the Veterans' Association were ably embodied in a set of resolutions, drawn up by Brothers H. G. Fletcher, G. K. Bell, and H. W. Fauver. No selection from the field of verse, perhaps, could be more appropriate to the life of John Doyle than that which is used in these resolutions:

"Lives of great men all remind us
We can make our lives sublime;
And departing leave behind us
Footprints on the sands of time."

—Longfellow.

Following is a copy of the first resolution:

Resolved: by this Grand Lodge that there has never been a member of our Order who more loyally loved it, nor one who more steadfastly served it—or the Baltimore and Ohio Railroad, of which he was a faithful and valued employe for more than forty-five years—than Brother Doyle. Uniting in his heart, as he did, an enthusiastic love and admiration for the Order, he brought to our membership many helpful associates. And his wisdom and judgment, born of an unusual native ability and ripened by wide experience, made him a wise counsellor upon whom this Grand Lodge could always rely with confident assurance.

Thriving Ladies' Auxiliary at Martinsburg

THE members of the Ladies' Auxiliary at Martinsburg wish to express their appreciation to the officers of the Baltimore and Ohio for the donation of a meeting place for the Martinsburg Veterans and their wives. This meeting place is a room over the Baltimore and Ohio Passenger Station. The ladies of the Auxiliary have furnished the room nicely, and they spend some very pleasant evenings there.

Typical of the Martinsburg folks, a meeting would not be complete without refreshments. Therefore, as a treat to the Veterans, the Ladies plan to hold a social whenever practical. The Veterans and their wives now hold their entertainments at the same time, and refreshments have no little part in the evening's program.

The auxiliary reports at this writing that in addition to the money expended for food and entertainment, it now has a balance of \$181.66 in the treasury. Flowers and fruits are provided for the sick. The meetings are held on every second Thursday afternoon at 2.30.

All members of other chapters of the Veterans and of the Auxiliary are cordially invited to visit the folks at Martinsburg, who assure their visitors of a good time.

The Government Wants Men for These Jobs

1—Income Tax Auditors:

The collection of United States internal revenue taxes is a big job. The Government employs a force of 20,000 persons for this work, but notwithstanding this large force, several hundred more auditors and inspectors for the Income Tax Unit are needed. Competitive examinations for these positions will be held throughout the country on March 8.

2—Inspector of Safety Appliances, and Inspector of Hours of Service:

Examinations for these positions will be held on March 22 and 23. Vacancies in these positions in the Interstate Commerce Commission at salaries of \$3,000 a year, with necessary allowance for expense incurred while absent from headquarters in the discharge of official duties, and in positions requiring similar qualifications, at this or higher or lower salaries, will be filled from these examinations, unless it is found in the interest of the service to fill any vacancy by reinstatement, transfer, or promotion.

3—Inspector of Locomotives:

Examinations for this position will be held on March 8.

All information concerning the positions named above and the examinations for these positions may be obtained by writing to the United States Civil Service Commission, Washington, D. C.



The late John H. Doyle

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department—Advisory Committee

Conducting Transportation Department

L. W. GRAHAM.....	Operator.....	Kanawha Station, W. Va.
C. H. CRAWFORD.....	Yard Brakeman.....	Glenwood, Pa.
GEORGE G. JAMES.....	Conductor.....	Baltimore, Md.
JOHN F. WUNNER.....	Clerk.....	New York, N. Y.

Motive Power Department

L. A. CATHER.....	Machinist.....	Fairmont, W. Va.
W. E. HODEL.....	Material Man.....	Grafton, W. Va.
P. J. HARRIGAN.....	Mechanical Examiner.....	Connellsville, Pa.
H. W. OLDENBURG.....	Car Inspector.....	Cincinnati, Ohio.

Maintenance of Way Department

W. A. EVANS.....	Section Foreman.....	Louis, Ill.
J. S. PRICE.....	Account Clerk.....	Newark, Ohio.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
HENRY F. EGGERT.....	Track Foreman.....	Pleasant Plain, Ohio.

Statement of Pension Feature

Employees who were honorably retired during December, 1921, and to whom pensions were granted:

NAME	LAST OCCUPATION.	DEPARTMENT	DIVISION	YEARS OF SERVICE
Christl, Joseph.....	Carpenter.....	Motive Power.....	Connellsville.....	30
Herndon, Shired C.....	B. M. Helper.....	Motive Power.....	Newark.....	39
Kelley, Daniel.....	Tunnel Watchman.....	Maintenance of Way.....	Newark.....	50
Littig, Thomas E.....	Clerk.....	Freight Claim.....	All.....	37
Luhrsen, Louis.....	Moulder.....	Motive Power.....	Ohio.....	49
Mather, Cyrus H.....	Operator.....	Telegraph.....	Indiana.....	17
McHale, John.....	Machinist.....	Motive Power.....	Baltimore.....	40
Miller, John Q.....	Trackman.....	Motive Power.....	Ohio.....	19
Norris, John W.....	Yard Brakeman.....	Conducting Transportation...	Cumberland.....	41

The payments to pensioned employees constitute a special roll contributed by the Company.

During the calendar year 1920, \$342,993.35 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884 to October 31, 1921, amount to \$4,565,600.55.

The following pensioned employees, after serving the Company faithfully for a number of years, have died:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Dunsmore, Frank H..	Machinist.....	Motive Power.....	Monongah....	December 24, 1921.	45
Hamilton, John.....	Engineer.....	Conducting Transportation	Cleveland....	December 24, 1921.	36
Putt, Charles E.....	Machine Operator...	Motive Power.....	Chicago.....	December 27, 1921.	31
Ryan, John A.....	Engineer.....	Conducting Transportation	Newark.....	November 28, 1921	45
Smith, Philip.....	Wagoner.....	Stores.....	Cumberland..	November 30, 1921	32
Watkins, Isaac.....	Cleaner.....	Cleaner.....	Supt. Bldgs...	November 30, 1921	37
Winter, Christo- pher C.....	Station Agent.....	Conducting Transportation	Newark.....	December 1, 1921.	31

Pensioners' Roll of Honor

*Oh, blest retirement! friend of life's decline—
Retreat from care that ever must be thine;
How blest is he who crowns, in shades like these,
A youth of labor with an age of ease.*

GOLDSMITH—"The Deserted Village",

B. F. Norris

Benjamin F. Norris, pensioned conductor, tells his own story:

"I was born at Sandy Hook on October 23, 1849. At the age of fifteen I entered the service of the Baltimore and Ohio as water boy. I worked in this position until February 16, 1866, when I was transferred to helper, blacksmith shop. Here I worked and did all of the extra braking out of Sandy Hook until November 4, 1869, when I was given a regular job as brakeman on the Hagerstown Road at \$45.00 per month. This was about the first part of 1872. I was transferred to the First Division there. In 1878 I received my promotion as freight conductor. Shortly after being promoted I asked to be transferred to Sandy Hook because of my wife's health. I worked there until early in 1884 when I was transferred to the Hagerstown Road as brakeman. In 1884 I was again promoted to conductor. In this capacity I have worked until the time of my retirement October 10, 1921.

"While on the Baltimore Division I worked in every yard in Baltimore, down Pratt Street, hauling out snow at night. I worked on the Sheppard Branch, Washington Branch and Metropolitan Branch. In those days we used to take camel ten-wheelers over to Alexandria on the barge to Sheppard and go to Gordonsville and Manassah, get trainloads of stock, and take them to Baltimore.

"I have been in several accidents but always came out without a scratch. Consider the difference in railroading then and in railroading now. We had no air, no automatic couplers. We had links and pins,

goose necks and three links, and we had to stretch a bell cord over the train leaving the terminals. On the engine tank there was a reel on which to wind it. Arriving at terminal we had high couplers and low couplers. Before we got the goosenecks I, many a time, put a fence rail or a piece of timber of some kind under the wheels of the low in order to make the coupling. Sometimes we had no caboose and when we did get one, it was an old box car. We often amused ourselves at water stations cleaning ash pans and beating out smoke stacks. The trains were not run as they are now. They were run in what we called convoys, and were classed as No. 1 Coal, No. 2 and 3 Coal, Live Stock Express, Fast Freight and Tonnage, and were scheduled from Camden Cut Off, now West Baltimore. They would get their trains at different yards and pull out to Camden Cut-Off. When it was time to leave they would follow one another right along. I have seen many changes and ups and downs in my railroad experience and have known all the officers from President John W. Garrett up to the present time. Among those with whom I was personally acquainted, were: John L. Wilson, master of transportation; Frank Manse, general supervisor of transportation; W. M. Clements, general manager; Thomas Fitzgerald, general manager; and our present vice president, C. W. Galloway.

"I ran on the oyster train regularly, Baltimore to Grafton, and flagged on the Centennial train in 1876, Baltimore to Grafton."

Enoch D. Miller

Enoch D. Miller was born near Dillsboro Station on April 12, 1856. He attended

public school, and later Moore's Hill College. After leaving school, he went to work in a grist and saw mill. He began his career with the Baltimore and Ohio on May 5, 1890, on a fence gang, of which "Jim" Richardson was foreman. When this gang was laid off, Mr. Miller took up work with a section gang on Section No. 7.

On the night of the McKinley Flood he was called out to patrol the track. Here is the story as Mr. Miller tells it:

"I flagged a short freight train at the Big Canal. I told the engineer to pull off the fill at the east end of the canal, for the fill water was then within two feet of the track, and to stop as soon as he got the train over the road crossing. The track was washed out at Mile 44, and the train had just got over when the fill went out, and the fill at the west end of the canal washed out and left me on an island.

"On August 10, 1902, I began work with a stone mason's gang, and continued in this work until I was transferred to the position of water station foreman, Indiana Division. On December 26, 1920, I was taken ill and was obliged to quit. I was on the sick list until September 15, 1921, when I was retired. I had gone into the Relief Department on July 20, 1909."

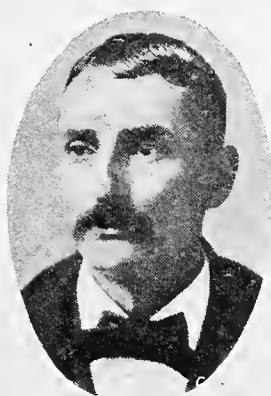
Louis Luhrsen

Louis Luhrsen, pensioned moulder, Motive Power Department, Ohio Division, was born in Hanover, Germany, on October 16, 1855.

At the age of 17 he came to the United States and went to work at Zaleski, Ohio, as moulder, for the old Marietta and Cincinnati Railroad. In 1880 he was promoted to foundry foreman, and held this position until it was abolished in 1914, when he took up brass moulding. When the shops were moved to Chillicothe, he moved his family there and held the position of moulder until he was pensioned on December 1, 1921.

Mr. Luhrsen and his wife are now living in a pretty little home, on Bridge Street, which they own. He has two children, a married daughter, who lives at Gambia, Ohio, and a son, George, who is a machinist, Chillicothe Shops.

(Continued on page 80.)



"BY THEIR FRUITS YE SHALL KNOW THEM"

Men whose years of railroad service have added their names to our Pensioners' list. Left to right: Enoch D. Miller, R. T. Ault, Louis Luhrsen, George A. Phillips, B. F. Norris

Women's Department

Edited by MARGARET TALBOTT STEVENS

When Betty Beats the Batter

Griff Crawford, in the Kansas City Star

Oh, the buckwheat's in the offing,
And the time is drawing near,
When the cakes will grace the table
And the sausage will appear.
When mortal man will caper
In the joy of getting up
To the rat-a-tat ta-ratter—
Betty mixing up the batter—
Scrape and scrape, ta-rat ta-ratter,
In the big tin cup.

And the sausage will be frying
In the skillet sure, but slow;
And the coffee will be singing
In a language that I know.
And a man with any gumption
Will be gaily getting up,
To the rat-a-tat ta-ratter—
Betty beating up the batter—
Scrape and scrape, ta-rat ta-ratter,
In the big tin cup.

Oh, the buckwheat cakes are smoking
And the sausages are done,
And at last you're at the table,
And the carnage has begun.
Let the poets sing of summer,
Or the spring; I'm lining up
For the rat-a-tat ta-ratter—
Betty beating up the batter—
Scrape and scrape, ta-rat ta-ratter,
In the big tin cup.

Miss Mary Tansill, Telegraph Department, Baltimore, Wins Prize in Newspaper Contest

SOMETIMES Genius discovers a newspaper, and sometimes a newspaper discovers Genius. Howe'er it be, "it's an ill wind that blows nobody good," and the wind that blew in a contest held by the *American*, a Baltimore newspaper, once more blew into one of our offices at Camden Station, with the result that it pushed into the limelight another of our girls.

Our readers will recall the picture of Miss Grammes, the little lady in the freight agent's office, Camden Station, who won first prize in a beauty contest. Today we introduce to you Miss Mary Tansill, who only discovered that she could write when, urged by her mother, she entered the "Women In History" Contest. Although she did not win first prize, Miss Tansill is among the youngest of the prize winners, and we feel sure that her success will serve as an inspiration for a continuation of her literary work. Miss Tansill has promised to contribute to the *MAGAZINE* and we look forward with pleasure to hearing from her.

Miss Tansill's employer tells us that she is one of the best girls on the Railroad, adding, as an afterthought, "She's a sample

of the kind of girls we have in our Telegraph Department." A fine sample, Mr. Plumly; it tastes like more. Bring em 'on! Following is Miss Tansill's contribution to the contest:

She hath done what she could. Verily, I say unto you, wheresoever this Gospel shall be preached throughout the whole world, this also that she hath done shall be spoken of for a memorial of all the women in history.

Thus spoke Jesus of Mary, the sister of Martha and Lazarus.

Mary possessed a small box of costly perfume, which she prized above all of her other possessions. Trying to find a way to show her great love for the Master, she remembered this perfume, and without a thought of self, she gave her gift—her all—to Jesus, who so appreciated her humble sacrifice that he spoke the words which have made her name immortal.

She is the one I would like to have been.

I would particularly like to have been Mary because in doing this little deed she expressed the three things which I think are essential to greatness—unselfishness, humility and service. Her deed was one so commonplace and easy that a child, so desiring, could have done; and yet it was so glorified by these things that her name will live forever.

It is because I so earnestly desire to possess these three things that I would like to

have been Mary; glorifying the little things and through unselfishness, humility and service, do something that wherever it was told, people would recall my little act and remember "He who would be great, let him serve."

The Lazy Boy

The parents of a small boy were greatly disturbed by a teacher's report to the effect that their son was the laziest boy in school.

"He is so lazy," the teacher declared, "that whenever I ask him to read he becomes sleepy in a few minutes."

Scolding and whippings proving of no avail, the boy was taken to the family physician. The latter, to the parent's surprise, passed him on to a specialist, who found him much in need of glasses. As soon as he began to wear these he kept up easily with his class and no more complaints were heard of his laziness.

* * * * *

How many misfit men are in this world today who in their boyhood days were called "lazy," whose parents have committed a crime against them and against society. Don't call your boy or girl lazy until you KNOW that their eyesight is as well taken care of as the rest of their little bodies.

Hot Cakes

As baked by Second Chef Grant Jordan,
Six Years' Service on Car 1005,
Steward F. C. Panghorn

The following recipe makes a good many cakes. The recipe cut down to half quantities will make enough for a good sized family.

½ gallon flour
1 heaping tablespoon baking powder
1 quart milk
3 eggs
1 tablespoon sugar
½ teaspoon salt

Mix well. Have griddle well heated. Rub the griddle over with the inside of a bacon rind. If it smokes, it is hot enough. Then wipe off the grease with a clean rag. Now the griddle is ready for the cakes.

Stir the batter well each time before pouring it on the griddle, first making sure that the batter is full of bubbles. If it is not, this means that the baking powder has lost its strength and has become "flat." If



Ladies,
Right dis way fo' de hot
cakes!

such is the case, the cakes will not be light, unless more baking powder of a better quality be added.

Shift the griddle around at intervals in order to keep the temperature even. When the cakes get full of little holes and their

edges are crinkly, they are ready to be turned. If there are large white spots on the cakes, this means that the griddle is too hot.

If these cakes aren't the best you have ever tasted, Chef Jordan will eat them for you.

Sidelights on the Convention of Ladies' Auxiliary

OFTIMES the Veterans tell us of the strange yarns which are told by their own old timers. Now that the Ladies' Auxiliaries have come to the fore with a Grand Lodge all of their own, it seems only fitting that we should exploit some of their deeds, and relate some of the yarns which they have told from time to time. First of all, we have discovered that the newly-appointed president of the Grand Lodge is a poetess. In her address to the officers of the Auxiliary, she said:

"Now let us keep these vows
That together we have taken,
Then let us seek for what is best
Each morn when we awaken."

Pretty, isn't it? Now let's listen to a conversation which took place between the delegates from Baltimore and Martinsburg:

Mrs. Shipley: You can always depend on Mother Shipley and her girls from Baltimore.

Mrs. Bowers: I second that, all right. If you don't believe that we accomplish things, ask our friends from Martinsburg.

Mrs. Burkhart (from Martinsburg): Yes, indeed, Sisters, they come up to Martinsburg and eat up everything we have.

* * * *

In the midst of the convention, a peculiar scuffling noise was heard outside the door. It developed that Mrs. Keane, delegate from Grafton, was asking Mrs. Hopper, of Garrett, the newly-appointed outside marshall, to show her muscle. The biceps were duly displayed. "Oh!" shouted the Lady from Brunswick, "Bring me a glass of water!" and somebody went over in a heap. But the Lady from Grafton was convinced that the Lady from Garrett was well equipped to handle the most obstreperous intruder.

* * * *

Mrs. Garvey, the newly-elected vice-president, now took the stand.

"Girls," she said, "I know that some of you are wondering how my husband and I get along." (Chorus of giggles, titters, etc.) "Well, it's just this way. Did you ever hear of the story of the man, his wife, and the yoke of oxen? A man and his wife were continually in hot water. One day they almost came to blows, but decided that a breath of fresh air would do them both good. They went out and took a walk down the country road. Soon they passed a team of oxen, who were pulling together

so beautifully that John could not help saying, "Mary, why is it that we can't get along like them two oxes?" And Mary duly replied, "Ah, John, I reckon it's because they've only got one tongue between 'em." The applause that followed this story was finally broken by a voice from the West. "And whose tongue did you say that is, Sister?"

* * * *

Voice from Lima: May I ask for a word from Sister Bowers, our new treasurer?

Sister Bowers: I shall have very little to say. My husband is long-winded enough for the two of us.

—

A Railroad Valentine

By Ethel Mead, in the "News Item."

Miss Mead is foreign per diem clerk, N. C. & St. L. R'y., Nashville, Tenn.

SAL went UP to Baltimore,
And there she found a BO.
They soon decided they would wed,
They liked each other SO.
Alas! I wish that I could say
They lived quite happily.
Their UNION was a sad mistake,
As you will plainly see.
For SAL was raised upon the farm,
The COW she milked each day,
While he had learned to spend his dough,
Upon the great white WA.
He had a GRAND TRUNK full of clothes,
In which he dressed quite GA,
And many MANUFACTURER'S things
For which he did not PA.
He flirted with a chorus girl,
ANN ARBOR was her name;
The way he made the money fly,
It really was a shame.
At first all things went well until
Their credit, it grew shorter,
And soon to SAL'S dismay she found
They'd got into DEEPWATER.
One night he went out to the club
And drank some rock and RI;
He reached his home at 2 AM,
And SAL began to CRI.
"IC you are a reckless man,"
The prudent LAS said she;
"We'll soon be broke if you don't save,
Now you just wait NC."
I want a nice new COPPER RANGE
Beside the kitchen door,
Or maybe one of NICKLE PLATE,
Like one I had B4.
Of credit we will soon have NONE.

Oh, listen to my PLE!
Nor coin to buy the COAL AND COKE,
In KENTUCKY AND TENNESSEE."
But he replied: "Just what I'll do
"Tis not for you to SA.
I'm going after ELLEN N,
And sail upon the BA."
He leaned upon the window CIL
To cool his fevered brow.
"If I were home with little CIS
She would not raise a row."
But trouble he could not escape—
His bills they all were DU.
His creditors got very sore,
And then began to SOO.
"An awful RUT I'm in," he said;
"Of cash I have no MO.
We'll take the train at 8 PM,
And to your folks we'll go.
I cannot now a wife support,
But if I can't, they can.
'Twill make them proud to see their SAL
TACOMA EASTERN man."
But SAL had gotten wise to him—
She was not blind nor deaf;
She said: "This is my Q, pro TEM;
My motto is SF (Safety First).
You shall not TAG along with me—
An Eastern man B DAM (Beaver Dam).
I wish I'd married my old beau,
Who lived in Birmingham.
I'll make a CRIP of you for life—
Take this, and this, you SAAP."
She seized a long PANHANDLE,
And gave his head a rap,
And now IT was a sight TC.
She floored him with a MOP;
She would not listen to his SI,
But straightway called a COP.
She took a SHORT LINE home route, KUT
Toward the COTTON BELT.
And if you've read this sorry tale,
You NO just how she felt.



Doris Virginia, 6-year old granddaughter of G. D. Crone, retired train caller, Camden Station

Long Waists and Slim Skirts in Season's Recipe for Smartness

By Maude Hall

FASHION'S recipe for the coming season includes the long waist, slim skirt, bell sleeves, irregular hemline and colorful trimmings in gracious abundance.

Bell sleeves imply that Fashion wishes to be practical. They are easily achieved by reshaping the mandarin sleeve, and like the chemise frock, can be developed in as many ways as there are clever dressmakers to make them. Trimmings are colorful; so are materials. There is an increasing vogue of the soft, dull reds known as brick, Venetian and American Beauty. In broadcloth these tones are unusually rich, and even conservative women attempt them with trimmings of black, midnight blue and gold.

Broadcloth has returned to the mode with a glamor that puts its glory of former years in the obscurity of a smoke screen. It is soft, supple and lustrous, exceeding far in its practical qualities the silk-finished pile fabrics of mountainous price. It is used for models created for both dressy and practical wear. Black broadcloth trimmed with henna or American beauty braid is conservative in tone, yet typical of the latest Paris ideas. Delightfully styled is a model with bateau neck and bell sleeves. American beauty soutache braid is stitched about the neck in artistic design, appearing again on the lower edges of the sleeves. A belt of American beauty Georgette faced with black crepe de Chine holds in the fulness at the waist and is tied in a large, soft bow at one side. If preferred, the front of the dress may be slashed and rolled back to form revers, giving

an opportunity to use one of the little vestees of lace or linen so much in vogue.

For informal afternoon affairs there comes a charming frock of arbutus-pink satin crepe, with an applied front and back made on the reverse side of the material. This idea is frequently employed when double-faced fabrics are used to fashion a dress. Rows of black satin buttons with little gold bead centers stand like sentinels on either side of the front, and the black-and-gold color scheme is repeated in the embroidery on the long, large sleeves. The neck is Florentine, of course, and collarless.

A simple thing, harmonious yet bold, is a straight-line dress in navy-blue broadcloth stitched with Venetian red chenille cord. The cord is partly veiled in its course around the lower edge of the skirt by straight panels, which exceed the hemline by several inches. These panels are cut in one with the upper part of the dress, and there is a vest of red satin. Reversible satin ribbon is used for the belt, so that one may have a choice of red or dark blue. The trimming on the sleeves, however, is a replica of that on the skirt.

The slim, straight Chinese line has reached perfection in a daytime frock of navy broadcloth, with round collar of self-material, and long flowing sleeves. Bias folds of broadcloth trim the sleeves, but the neck is outlined with a narrow fancy braid. This braid is repeated on the inserted pockets, while Chinese rings and buttons are strung on a silken cord to form the girdle.



For the Stylish Stout

THE effective straight-line frock pictured in the first model is smartly plain and especially becoming to stout figures. It is in black, with a trimming of black silk braid. A bit of color is introduced in the vest of brick red with narrow black Val. frills. Medium size requires $3\frac{1}{4}$ yards 54-inch Poiret twill.

Canton crepe is effective for the next frock, dark blue with fuchsia soutache braid being a modish combination. The fronts of the waist are slashed below the waistline, and the upper edges gathered. Buttons and bias folds of self-material trim the skirt. Medium size requires $4\frac{3}{4}$ yards 40-inch material.

First Model: *Pictorial Review* DRESS No. 9603. Sizes, 34 to 46 inches bust. Price, 35 cents.

Second Model: DRESS No. 9578. Sizes, 34 to 44 inches bust. Price, 35 cents. Embroidery No. 12615. Transfer, blue or yellow, 40 cents.

LADIES' ONE-PIECE SLEEVELESS DRESS. No. 9723. Seven sizes, 34 to 46 inches



Overblouse
9868—35c
Skirt 9873—30c

Overblouse
9871—35c
Skirt
9873—30c

Dress
9836
35c

Costume
9862—35c

Overblouse
9821
35c
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Dress
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Lesson in Home Dressmaking

The Straight-Line Frock of Serge for Practical and Dressy Wear



Blouse 9715 Dress 9723

bust. Width at lower edge about $1\frac{1}{2}$ yards. Size 36 requires $2\frac{1}{4}$ yards 54-inch material. Price, 35 cents.

LADIES' AND MISSES' BLOUSE No. 9715. Sizes, 34 to 46 inches bust, and 16 to 20 years. Size 36 requires 2 yards 40-inch material. Price, 30 cents.

Pictorial Review Designs

Price 35 cents each

OVERBLOUSE No. 9868. Sizes, 34 to 46 inches bust.

SKIRT No. 9873. Sizes, 16 to 20 years and 34 to 48 inches bust.

OVERBLOUSE No. 9871. Sizes, 16 to 20 years and 34 to 46 inches bust.

SKIRT No. 9873. Sizes, 16 to 20 years and 34 to 48 inches bust.

DRESS No. 9836. Sizes, 34 to 50 inches bust.

COSTUME No. 9862. Sizes, 16 to 20 years and 34 to 46 inches bust.

OVERBLOUSE No. 9821. Sizes, 34 to 46 inches bust.

DRESS No. 9857. Sizes, 34 to 48 inches bust.

Sugar Cookies

Contributed by Mrs. W. D. Roebuck,
Lima, Ohio

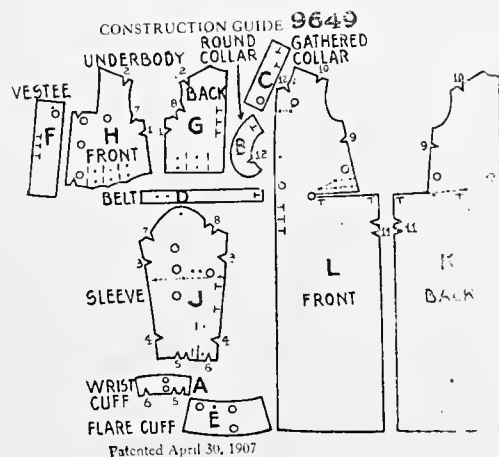
- 1 heaping cup lard or butter
- 2 cups sugar
- 2 eggs
- 1 cup sour milk
- 1 level teaspoon soda, well dissolved in the milk
- 1 teaspoon baking powder, sifted with the flour
- Pinch of salt
- Enough flour to make into a soft dough
- 1 nutmeg.

SERGE is used for this slip-on dress with square neck and large armholes. It is slashed at the center-front, the edges being bound with black satin. The vestee is also of satin, but if something more enlivening is desired, fancy ribbon could be substituted. The dress is slashed below the waistline, the lower slashed edges being gathered and joined to the upper edges. The sleeves and vestee are adjusted to the underbody. Medium size requires $3\frac{3}{4}$ yards 44-inch material, with $\frac{7}{8}$ -yard lining and $\frac{1}{4}$ -yard satin for the vestee.

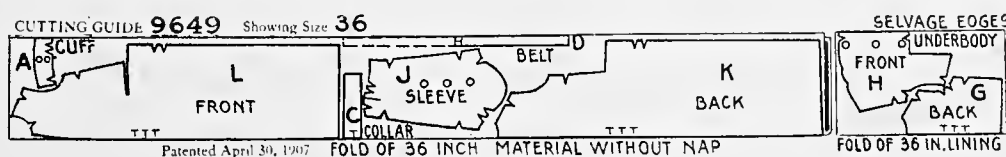
The front and back of the dress are cut on a lengthwise fold of the serge, to avoid seams. The collar is laid on the material to the left of the sleeve and right of the front gore. Sleeves and cuff must have the large "O" perforations resting on a lengthwise thread of material for correct cutting. For the underbody, fold the lining in half and arrange the back along the lengthwise fold as shown in the guide, the front having the large "O" perforations laid along the selvages.

Before moving the tissue from the material, make all notches and indicate the perforations and other marks supplied for proper construction. Then, face around the armhole edges of front and back to about three inches deep. Use serge for the facing. Close underarm and shoulder seams, then hem the front. Plait the lower edge, bringing folded edges to corresponding small "o" perforations, and stitch. Hem the vestee and adjust on underbody with center-fronts and single large "O" perforations even. Tack to position on right side, and finish left for closing.

Now, close the sleeve seam as notched. Sew cuff "E" to sleeve, matching single large "O" perforations, and bring small "o" perforation in cuff to seam of sleeve. Bring the ends of the cuff to small "o" perforations in sleeve. Sew sleeve in armhole as described for long sleeve.



9649



Slash front of blouse through the fold at center-front and finish the edges, turning away $\frac{3}{4}$ -inch at upper edges of slash. Graduate front section at the large "O" perforation. Take up a dart above the slash, bringing together and stitching along corresponding small "o" perforations. Terminate the stitching at the single small "o" perforation. Slash back of dress (at extension) between small "o" perforations. Gather lower slashed edges in front and back of dress between "T" perforations and sew to upper slashed edges with underarm edges even, making seams $\frac{3}{8}$ -inch wide at the underarm edges. Graduate seams into nothing at the inner edges of slashes. Stitch tape underneath the slashes for stays. Close underarm and shoulder seams as notched. Sew collar to neck edge of dress, with notches and center-backs even. Outline the collar with narrow braid, if desired, and repeat the trimming down the front of the waist.

DRESS No. 9649. Sizes, 34 to 46 inches bust. Price, 35 cents. (Lesson in Dressmaking.)



The Castle of Discord

By Mary E. Clarke,

13 year old daughter of J. D. Clarke, Superintendent of Transportation, Eastern Lines

ELIZABETH was getting sleepy. She could hardly hold up her head. It was nine o'clock, long past her bedtime. She had been thinking a great deal about Fairyland, for her mother had just read to her a story about the little girl who had been on her way to see her sick grandmother when a wolf had come up and spoken to her. You all remember the story, I am sure. Elizabeth liked the story best of all. So, as she sat before the fire, she saw herself in her dreams as this very little girl.

Presently she heard a noise. She started up and saw before her a beautiful fairy, all clothed in white and holding a small box in her hand. But while Elizabeth stood looking at the fairy, I must tell you something about her.

Elizabeth was a pretty little girl, but she was very naughty and inconsiderate. She would not tidy up her room nor make up her bed. When mother called her to come and tidy up her room or to make up her bed, Elizabeth always pouted and only replied, "Wait-a-min-ute!"

Now we shall go on with the story.

At last the fairy spoke.

"My child," she said, "you wish to go to Fairyland, do you not?"

"Indeed," replied Elizabeth quickly, "I should love to go. There is nothing in the world that I should like better."

"Then," directed the fairy, "put on this ring and you will have your wish fulfilled. You will need only to turn it and you will find yourself in an entirely different world." So saying, she gave Elizabeth the most beautiful ring she had ever seen. Elizabeth put it on her finger. It fitted her perfectly. Then, as the fairy had directed, she turned the stone.

Presto!

Elizabeth found herself in a wonderful garden, full of beautiful flowers. But the most beautiful thing of all was a wonderful castle, set just in the middle of the garden. It was toward this castle that Elizabeth directed her steps. The gates were open. She walked in.

At the threshold she stopped and gave a little cry; then she hurried forward.

All about her on the walls were beautiful

pictures, scenes from far away countries, and many of them so realistic that Elizabeth could scarcely believe that they were pictures. The walls were hung with rich tapestries. The floors were spotless and highly polished. From the basement to the tower she went, and wherever she made her way, each place seemed more beautiful than the other. Each room was furnished differently. At last she came to a standstill in the big reception hall which she had first entered. She was examining the beautiful tapestries once more when she heard a voice:

"Turn the diamond, Elizabeth, turn the stone."

Elizabeth did as she was told. Immediately she regretted her action, for the beautiful castle was gone. In its place was a castle, yes, but in such a condition! Gone were the beautiful floors, the lovely tapestries, the pretty pictures—all, everything beautiful, was gone. The floors were covered with dust and dirt; the pictures were so full of soot that they were hardly recognizable; the walls were hung with cobwebs instead of tapestries. Elizabeth could not see out of the windows, they were so dark and dingy from the dust that had settled on them. Even the corners of the rooms were filled with dirt.

As she stood looking sadly at these things, a fairy appeared before Elizabeth. "Elizabeth," said the fairy, "you know that you have been very careless and untidy. Because of this you shall take the consequences." Then the fairy disappeared. As she vanished there began to follow her a noisy collection of untidy looking dogs, cats, squeaking rats and mice, and all kinds of other slovenly, uncared for animals. As she came to the flight of stairs she fell. Down, down, down! she went. Then all was dark.

"For goodness' sake, Elizabeth," cried her mother, "get up from the floor!"

"Why, er-er-er-where am I?" cried Elizabeth in great surprise.

"At home, in your room, of course." Elizabeth looked around. Sure enough, she was right at home in her pretty bedroom.

"Well!" she declared, "I must have had a dream."

"I should think so," said her mother, "I heard you screaming and I had to come to see what was the matter."

Elizabeth smiled, and although she did not tell her mother about her strange dream, her mother never had to tell her to tidy up her room or to make up her bed again, or even to pick up her things, for Elizabeth always remembered her dream and profited by it.

Dear Girls and Boys:

Those of you who have not yet sent in your contributions for the "Our Town Contest" will still have time if you will hurry up a little. The contest closes on February 28; that is, your entries are due at this office on or before March 1. If you have not already read all about it, get a copy of the January Magazine quickly, read about it, then let me hear from you before March 1.

One little girl sent in her contribution even before the January number was out, just because I had said in the December number that we were going to have such a contest. The January number also tells about the prizes. The winners may choose the books they would rather have, or, if you prefer, I shall choose them for you. Perhaps some would rather have story books, while others may possibly need dictionaries for their school work. Don't forget to send me your pictures, if you possibly can. We are going to have a "Picture Page" after the contest anyway, so I'd like to have all of your pictures. On the back of each picture or on a separate piece of paper, please write your name and address plainly. Enclose your picture with heavy cardboards so that it will not break in the mail.

If you have already sent in your entry for the contest and you want to add something to what you have already told me about your town, just send it in before March 1, and I shall be glad to put it with the papers you have already sent me before they are judged for the prizes. All contestants will



Mary Clarke, author of the story,
"The Castle of Discord"

be notified as to the names of the winners by March 30, and the names and pictures of the winners, together with their contributions will be published in the MAGAZINE. The six best compositions will be the winners, so be sure to get yours in.

I want to thank our little folks for the nice letters and stories which you find on these pages. With lots of love and hoping that I shall hear from you all, I am

Yours lovingly,

Aunt Mary

Little Letters from Little People

HERE are three little people to begin the month with: Mary Clarke and Helen May Leslie, both of whom have written a story for us, and Minnie Loury, who lives 'way out in Kent, Ohio.

Baltimore, Maryland

New Year's Day

Dear Aunt Mary:

I am sending you an original story which was suggested by our class in Home Economics. I thought perhaps you might like it for the MAGAZINE.

Wishing you a Happy New Year,

Your loving niece,

Mary Clarke.

* * * * *

Hazelwood, Pa.,

December 26, 1921.

Dear Aunt Mary:

I have decided to join the Children's Page in the BALTIMORE AND OHIO MAGAZINE. My father is a Baltimore and Ohio fireman on a passenger train from Pittsburgh to Wheeling. My age is ten. I am in the sixth grade at school. In February I go to the seventh. I can sing, dance and play the piano. I take elocution lessons and I love to write compositions. I will send you one which I have written about the "Coal Fire." I suggest that we write about Spring in the March number. I would like very much to take part in the prize contest—the descriptions of our home towns.

Sincerely yours,

Helen May Leslie.

* * * * *

144 W. Summit St.,

Kent, Ohio.

December 27, 1921.

Dear Aunt Mary:

I have read so much about you in the BALTIMORE AND OHIO MAGAZINE. I always read the letters that you write to girls and boys. I am willing to start in your little club, too.

My father is section foreman on the New Castle Division, Section No. 20, Kent, Ohio. Please write to me and let me know if I can start in your little club.

I am,

Yours truly,

Minnie Loury.

Indeed, Mary, Helen and Minnie, we welcome you to our big circle. I shall be glad to have all three of you girls, as well as *all* of our little girls and boys who read the Children's Page, enter the "Our Town" Contest. Hurry up and send in your stories of your town.

Louise E. Barker, daughter of Storekeeper T. H. Barker, Ivorydale, Ohio, sent us a fairy tale, "The Pot of Gold." If we find room for it we'll use it this month; if not we'll wait until the March number. Thank you, Louise.

The Coal Fire

By Helen May Leslie,

Daughter of Fireman, Pittsburgh Division

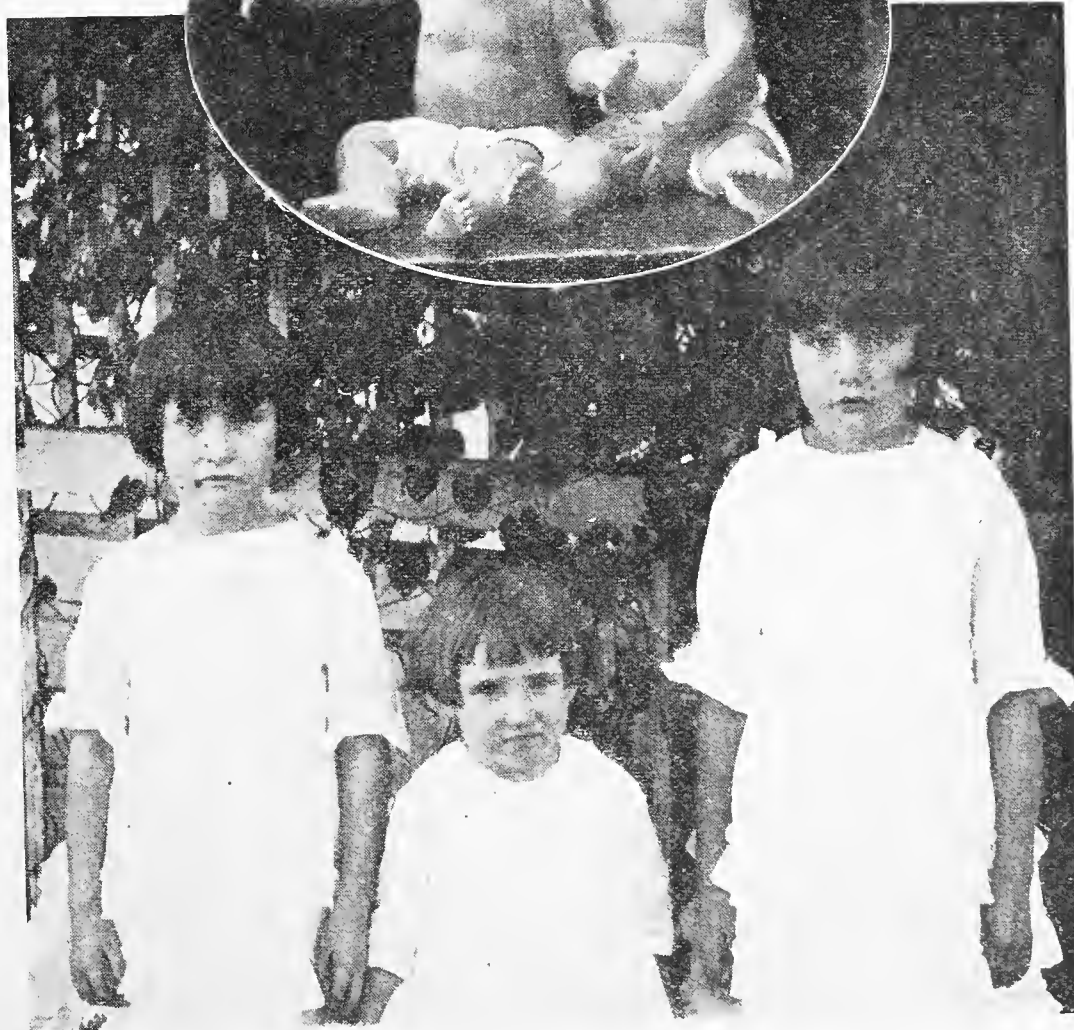
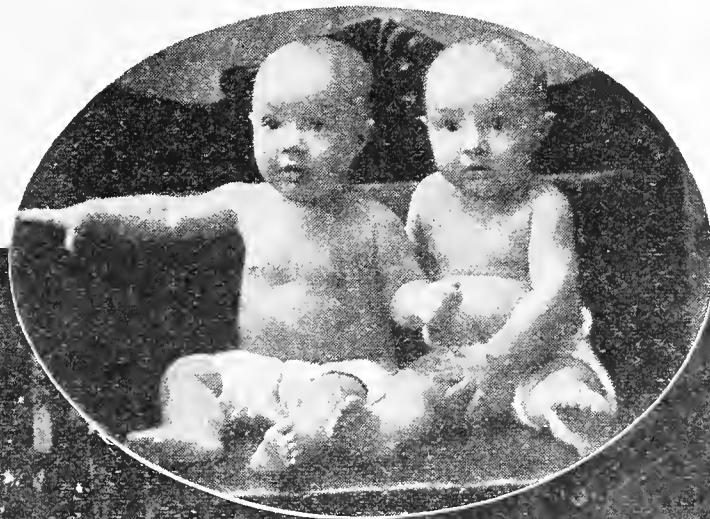
IT was a stormy winter in Scotland, but there was one little village which was the coldest of all. The background of the village was a great highland. Some of the peasants were in poor circumstances, but many of them were quite comfortable.

In one of the houses of the peasantry were five little rooms, all clean and tidy, but the people who lived there were poor, so that they had not much furniture for the house. In one bedroom there was a bed, a chair, and a rough box that served as a dresser. In another room there were two beds, two chairs, and two such dressers. In the kitchen downstairs there was a sink, a cupboard, a large table, several chairs and stools, and a stove. In the sitting room there was a little stove that did not give out much heat. Here was also a couch, a little organ, and some other small pieces of fur-

niture. But the best room of all was the library. Here were four bookcases, a table, an oil lamp, a large, old arm-chair, a couch, and a coal fire.

In this little house there lived a small family, a father, mother, and two children. They were quite poor. They had been wealthy when their grandfather had lived, but they had since lost their fortune. The father had been compelled to seek an humble position, and as business was very poor, he took a job as wood-chopper.

At night, when the father came home, he would always go to the library and sit in the big chair before the coal fire and dream until he would fall asleep. As the children grew older, they would climb upon his arm-chair and say, "You won't have to work very long, Father, for soon we shall be old enough to help you. Then we shall all be very rich."



Above: Ruth Eleanor and Richard, twin babies of Roundhouse Machinist "Dick" Thran, East Side, Phila. Below: Eileen, Frances and Catherine, children of Conductor A. E. Clark, Mt. Clare Yard (Photo by Piper)

The father would laugh and tell the children, who were then eight and ten years old, that they helped him already. Then the children would beg him to tell them the wonderful fairy tales that he always had ready.

One night, when they had climbed into their father's lap for a story, he began a wonderful fairy tale. It was about a little girl whose parents were so poor that they had nothing to eat. How that one day the mother gave the little girl a basket with a little food in it and sent her to seek her fortune. The little girl had fallen asleep on a curbstone, and in the morning when she awoke she found herself in an inn, where somebody had taken her. The innkeeper kept the little girl to wait upon the table. One day a traveler came in. He gave the innkeeper's wife a hundred pounds—which was a good bit of money—to let him have the little girl. He was a wealthy man and he took the little girl to London. After a time he took the little girl and set sail for America, where they found her parents. The rich man gave her father a good position, and they all lived happily ever after.

"My!" exclaimed the little boy, after the father had told this wonderful story, "where do you get all of these good stories?"

"Well," said the father, "I read them in the coal fire."

"Oh," said the little girl, "how I wish that I were as great as you."

Then the children kissed their father and went skipping off to bed.

The next morning, after the father had gone, the little girl said, "Let us go into the library and watch the coal fire." The little boy agreed. They sat there all day. At last the father came home. They all ate dinner, then, as usual, they went into the library.

"Now, Father," said the children, "we have a story to tell you."

"Let's hear it," said the father, laughingly.

The children began. I shall not take the time to tell you what it was, for it is growing late. When they finished their story, the father was surprised.

"Where did you get such a fine story?" he asked.

"The same place that you got yours—in the coal fire," answered the children.

"That was certainly a fine one," declared the father. Then he went to the book case. "Read some of these books," he said, taking several from the case and handing them to the children. "These will help you to express yourselves better."

On the next day the children studied the books very hard. When the father came home they said to him, "Father, what do you think we have done? Guess."

"I can't guess," said the father, "you tell me."

"We have written a story which we are going to keep," they said.

"My!" exclaimed their proud father after he had read the story, "we must keep this; it may make us a whole lot of money

some day." And the happy children were so delighted that they kept writing and writing more and more stories. Their stories were mostly of fire and fairies.

One day they sent all their stories to an editor. He used them in books and magazines and sent the children money for them. At last the children told their father and mother that they were going to buy new furniture for the little house and get rid of all the old things. So they cleared the house of all the old things except the old chair and the wonderful coal fire from which they got all their stories. The father soon quit his job as wood-cutter and became an editor. And, as all stories end, they lived happily ever after, and it was all because of the coal fire.

Why We Keep Valentine's Day

By Cathrine Hadden, Dover, Ohio

ONCE upon a time there was an old man whose name was St. Valentine. When anybody was ill he would go to visit them and he would send them nice letters. He loved everybody and everybody loved him. He was just about the nicest old man around. After his death, people kept the 14th of February in honor of him who was so kind to them. They sent pretty letters and cards in memory of him. These were called Valentines. And to this day the people keep this anniversary in the same way, and the day is called St. Valentine's.

The Little Business Getter

Once upon a time
There lived
A little boy
Named Sammy.
His daddy was
A conductor
On a passenger train.
And every time
Daddy came home
Sammy would climb
Upon his knee
And ask for stories
About the engine,
The long train,
And about the people
Who rode it.
One night
Daddy said:
"Sammy, my boy,
"Do you know
"Of anyone
"Who is going
"To take a trip?"
Quick as a wink
Sam replied:
"Yes, Daddy,
"My teacher said
"She's going to
"A convention
"In Chicago,
"Next week.
"And we're to have
"A substitute."
Daddy smiled.
"Then, Sammy boy,
"Suppose you ask her
"To take her trip
"On the Baltimore and Ohio."
Sammy laughed
With all his might.
"Oh, Dad," he said
As he bounced
Up and down
On Daddy's knee,
"I've beat you to it,

"I've already asked her,
"I told her she
"Could ride
"All the way
"On my daddy's train.
"She said that she
"Had not intended
"To go that way,
"But to please me
"She'd try it."
"Good!" shouted Daddy
Tossing the boy
Over his shoulder.
"Now run along
"And get your pen
"And write a letter
"To Aunt Mary.
"Tell her all
"About it."
So Sammy ran
And did exactly
As Daddy had said.

Now, boys and girls,
If you'll do just
What Sammy did,
And get someone
To ride our trains—
Someone
Who didn't intend
To go that way—
Just write a letter
To Aunt Mary,
And she will say
What she told Sammy.
Then you'll be glad,
And she'll be glad,
And everybody
Will be so glad
That even the engines
Will sing a song
Because you helped
To fill the trains
For them to pull.



Safety Roll of Honor

Baltimore Terminal

Conductor W. F. Schrodetzki discovered a broken rail in the west leg of the "Y" track at West Baltimore on the morning of January 6.

Such an observation proves that some of our employes are doing their utmost to co-operate with the "Safety-First" campaign and have the interest of the Company and their fellow workers at heart.

Operator C. H. Berry reports the following:

On December 31, 1921, while Bay View drag engine 1802 was working in Mt. Winans yard, Conductor J. H. Hoffman, in charge, with the assistance of Brakemen H. Williams and W. Duvall, rescued John Thurman, 13 years of age, from drowning in Waxter's ice pond at Mt. Winans. The ice was not sufficiently strong to bear the weight of the boy, who ventured on it with a little sleigh, breaking through into 16 feet of water. Conductor Hoffman and his brakeman realized that it was necessary to act quickly. Hoffman immediately ran to his caboose, secured a rope, tied a piece of wood to it, threw in to the fast drowning boy and with the aid of Brakemen Duvall and Williams dragged him to land and safety. Whether dragging coal or saving lives, John, Bill and Harry are always on the job.

Baltimore Division

On June 8, 1921, Operator A. H. Bernadou, on duty at Silverside, Delaware, observed fire flying under one of the Pullman cars in No. 503. He immediately got in touch with Wilmington, where the crew of No. 503 was notified and it was found there was a broken journal under Pullman Car "Cod-dury." Mr. Bernadou's close observation of passing equipment and prompt action in this case possibly averted an accident on the road.

At 4.20 p. m. on October 29, Signal Maintainer H. H. Mitchell observed a bent axle on Baltimore and Ohio 170223 in extra east, engine 4850. He flagged the train and the crew set the car off at Concord. By his observation of passing equipment, Mr. Mitchell averted a possible derailment.

About 8.10 a. m. on November 14, while Signalman C. W. Proctor was going home from Clayton Tower, he observed a broken rail in No. 2 track at Jones Crossing. Mr. Proctor was going west at the time and met and flagged extra east, engine 4840, which passed slowly over the broken rail. Signalman Proctor has been active in the prevention of accidents by discovering broken rail. Commendatory entry covering has been placed on his record.

Trouble was experienced with engine 5080, hauling No. 1 at Washington, D. C. on December 7. The train was delayed by reason of the right front pin heating and fire flying, which caused the engineer to bring the train to a stop. It was found that the washer was too tight on the pin. Engineer H. C. Butler, who was at Washington Yard when No. 1 stopped, voluntarily got under

the engine and loosened the washer on the pin, which released the cause for the friction and enabled the engine to proceed without further trouble to Cumberland. Mr. Butler's action and interest in seeing that passenger trains are moved is highly gratifying.

On December 12, train No. 67, engine 1453, was delayed on the east end of the Division because the air pipe on the engine leading from the back end of the left reservoir to the reservoir on the right side, broke through the nipple at the back end. Boilermaker John O'Connor, who works at Wilmers and was riding this train to his home at Eder, when this trouble occurred and while the Engineer was removing the broken pieces of nipple from the reservoir, went to his home and secured a pipe nipple, returned, and placed it in the reservoir and connected the pipe so the engine could proceed with the train.

On December 13, 1921, Signal Maintainer H. H. Mitchell, Silverside, noticed broken truck under Baltimore and Ohio 94312, in train of extra east, engine 4443, at 2.16 p. m. He flagged the train and notified

the crew. The action of Mr. Mitchell, in line with our "Think and Act Campaign," is very creditable and shows that he is alert. It is noted from the record of Mr. Mitchell that he is actively engaged in the prevention of accidents.

On December 15, extra engines 4834 and 4598 went in the siding at Aberdeen to clear for No. 501. While the train was in the siding, Brakeman C. S. Cage made inspection of train and discovered a broken arch bar on D. L. & W. 35310, ten cars from the engines. Car was set out of train. Brakeman Cage has demonstrated that he is interested in the safe movement of trains. He has been commended.

Trackman L. A. Feago near Lime Kiln, Md., on December 17, discovered broken arch bar under C. R. I. & P. 40938 in the train of Frederick Pick-up. Mr. Feago signalled the train crew to stop, thus averting a possible derailment.

On December 25, Conductor W. E. Clarke and Flagman George Montgomery, in charge of No. 91, engine 4524, noticed 18 inches of cap broken out of rail just west of the P. R. R. Bridge between Alexandria Junction and Chesapeake Junction. Train was stopped and Flagman Montgomery remained at broken rail to warn following trains, as it was known that engine 4566 was following with another section of No. 91.

Cumberland Division

On December 27, while extra 7032, east, was passing a point just west of Seymours Cut, between Rodemer and Terra Alta, Engineer A. E. Elison, on helper 7049, shoving the extra, observed broken rail on

CUMBERLAND DIVISION.

The following defects and irregularities were observed from December 9 to December 31, inclusive, by operators and promptly corrected:

Date	Train	Engine	Operator	Location	Brakes Sticking	Hot Car Boxes	Wheels Sliding	Broken Rails	Drop Bottoms Down	Projections Cars	Flat Wheels	Brake Rigging Down	Totals
17	13	5227	C. W. French....	Engles.....	1								1
12	94	4418	H. H. Chambers..	Engles.....	1								1
11	94	4422	Q. Hobbs.....	Hobbs.....		1							
27	97	4416	Q. Hobbs.....	Hobbs.....			1						2
21	—	—	J. T. Nuckles....	Hobbs.....				1					
21	30	5081	J. T. Nuckles....	Hobbs.....	1								2
18	3	5085	J. L. Schroder....	Martinsburg....	1								
13	94	4400	J. L. Schroder....	Martinsburg....			1						
27	E. E.	4422	J. L. Schroder....	Martinsburg....			1						
28	"	4420	J. L. Schroder....	Martinsburg....			1						
28	Y. E.	1686	J. L. Schroder....	Martinsburg....					1				
29	E. W.	4402	J. L. Schroder....	Martinsburg....	1								
31	"	4402	J. L. Schroder....	Martinsburg....		1							7
14	"	4400	S. N. McCullough.	Millers.....	1								
20	E. E.	4425	S. N. McCullough.	Millers.....	1								2
12	9	5083	G. S. Caldwell....	Sleepy Creek....	1								
15	E. W.	4425	G. S. Caldwell....	Sleepy Creek....			1						2
16	"	4415	H. R. Hood.....	Sleepy Creek....						1			1
13	E. E.	4411	O. J. Rash.....	Hancock.....							1		1
23	94	4410	C. G. Widmyer....	Gt. Cacapon....								1	1
17	30	5080	W. E. French.....	Orleans Road....	1								1
22	—	—	A. C. Hardy.....	Okonoko.....				2					
12	—	—	A. C. Hardy.....	Okonoko.....				2					
15	—	—	A. C. Hardy.....	Okonoko.....				1					
27	—	—	A. C. Hardy.....	Okonoko.....				2					
30	—	—	A. C. Hardy.....	Okonoko.....				1					8
23	94	4410	J. C. Snyder.....	Okonoko.....	1								1
23	E. E.	4404	J. D. Rockwell....	Green Spring....	1								1
21	"	4412	F. K. Reeder.....	Patterson Ck....	1								
17	"	4407	F. K. Reeder.....	Patterson Ck....	1								2
11	12	5078	J. R. Murphy.....	Oakland.....	1								1
11	97	7113	C. F. Helms.....	Hardman.....	1								1
Total....					15	2	5	9	1	1	1	1	35

No. 1 track. Fireman R. A. Nine got off helper and flagged No. 11, then due, and informed them of the trouble.

The following observances were made by operators on the Cumberland Division during the year 1921:

The irregularities noted were acted upon promptly to prevent damage to equipment and property.

Nature of Observance.	Cases.
Brake riggings down.....	25
Wheels sliding.....	19
Broken rails.....	18
Brakes sticking (Passenger).....	15
Brakes sticking (Freight).....	12
Hot car boxes.....	11
Shifted loads.....	8
Hopper bottoms dragging.....	8
Unsafe conditions.....	8
Car doors dangling.....	7
Flat wheels.....	5
Bulged cars.....	3
Projections from cars.....	3
Dangerous practices.....	2
Obstructions in walkways.....	2
Miscellaneous observances.....	13

Total.....159

Sixteen cars were set off on line of road due to above reports.

After extra 4400, east, passed Orleans Road on January 4, Trackman V. Twigg, on his way home, found 5 inches of broken flange at switch point leading from No. 4 to No. 2 track.

He informed operator at Orleans Road, who, in turn, advised the train dispatcher, who had the train looked after at Sir John's Run.

Examination developed that 15 inches of flange was missing from wheel under car 223739 in train of 4400. Car was set off.

At about 7 o'clock on December 24, Engineman R. S. Fromhart and Fireman T. F. Hall, while working up No. 4 track at a point about five yards west of the road crossing at Independence, W. Va., discovered a badly broken rail. Engine 7020, which was using No. 4 track from West End to Hardman, was flagged by these men. The engine was taken back to Newburg, crossed over and used on No. 1 track to Hardman. Track forces was notified of this condition and a new rail applied without any delay to traffic whatever.

On January 17, Car Repairman W. C. Lewis, on his way to work, noticed in train of extra west, engine 4220, Baltimore and Ohio 44182 off center. He immediately notified conductor in charge of train, who had the car set off at Terra Alta. The watchfulness of Mr. Lewis probably averted a serious accident, as the center plate casting was completely torn loose from the body bolster of car. Mr. Lewis deserves credit for being on the lookout for defects that would cause damage to the equipment and possible injury to the employees in charge of the train.

On December 13, 1921, Conductor E. Lewis, while walking from Independence to Newburg, and not on duty, found a broken rail on No. 1 track, the rail being in three pieces. No. 11 was due in about 20 minutes. Conductor Lewis, in addition to flagging all westbound trains until relieved by track foreman, also called up train dispatcher and notified him of the situation. No. 11 was handled without delay.

Connellsville Division

CONNELLVILLE, PA., January, 6, 1922.

MR. H. W. HAYMAN,
Track Foreman,
Rockwood, Penna.

Dear Sir—We have information that on

or about December 17, you discovered a loose wheel on Baltimore and Ohio car 135104, which had been set off at Rockwood on account of another wheel on the car having a broken flange. The indications are that a new pair of wheels would have been applied to the car and same moved forward, and perhaps the fact that the car had a loose wheel would not have been discovered.

Had the car moved forward in this condition, in all probability an accident would have resulted, and we want to thank you very kindly for bringing this matter to the attention of the Car Department people, who, we understand, made necessary repairs before the car was moved forward.

Yours very truly,
(Signed) R. W. BROWN,
Superintendent

Pittsburgh Division

On December 9, extra 1294 had U. & D. 828, car of coal, derailed near Lafayette on the Northern District, breaking truck down on the west end of car. The crew consisted of W. T. Bogart, conductor; H. S. Jones, brakeman; C. J. Anderson, brakeman, A. L. Butler, engineer, and R. E. Anchors, fireman. After taking train to Mt. Jewett they returned to point of accident with empty car which they placed on siding, jacked up car and took truck out, took it down main track to accident, jacked up the car of coal and exchanged trucks and were ready to pull cars into clear before assistance arrived.

This is a splendid illustration of employees who believe in helping the Company to the limit of their ability and putting their belief into helpful practice.

Charleston Division

The following engineers have been commended for making 100 per cent. or over in fuel efficiency, December, 1921:

W. T. Spencer, W. E. Paisley, W. T. Powell, Hefner, R. E. Murphy, H. Robinson, J. W. Paisley, J. A. Daugherty, Hoover, Brannon, B. M. Shears, Whitecotton, L. R. Shomo, Henderson, Paxton and J. C. Jordan.

Agent O. M. Gross, Villa Nova, noted brake rigging down on car passing his station and had train stopped and repairs made.

Engineer J. A. Dougherty has been commended for picking up good material on line of road, turning it in to shops, thereby assisting in the campaign of economy along this line. Engineers A. F. Vorholt, R. N. Jeffries and W. P. Paxton, and Fireman J. Buckner have been very active along this line also, and they have been thanked for their efforts both personally and by letter.

Miss D. Freeman, Kemper, W. Va., while walking along the track, noticed a broken rail near Bennetts siding. She walked to Orlando and notified the agent, who had arrangements made to effect repairs. The superintendent has written her a personal letter of appreciation.

Conductor J. D. Fury, Engineers M. T. Hall and Rodebaugh, Firemen Radcliff and Morrison and Brakeman Hoover found a broken rail at Mile Post 66. They went to work and cribbed it up so that their train could pass over, avoiding serious delay, for which they have been commended.

Mr. Madison Kelley of Hyer found a broken rail near Flatwoods. He walked to Gillespie and notified our agent, who arranged for repairs. Mr. Kelley has been appropriately thanked.

Miss Edith Crutchfield and Miss Opal McPherson of Burnsville found a broken

rail on December 26, near Orlando, and flagged passenger train 61, notifying train crew of the obstruction. They have been appropriately thanked by the superintendent.

Engineer S. L. Rodebaugh and Fireman G. L. Nicholas have been commended for using good judgement when their engine broke down on December 28.

W. H. Gross of Porters has been commended for close interest displayed in handling his station.

Brakeman C. W. Johnson has been commended for special interest displayed in the safety of passengers during the holidays.

Conductor H. W. Robinson, Engineer J. F. Tierney and Brakeman E. M. Reed have been commended for good judgement in avoiding delay to their train on December 18, when wire communication was interrupted by storms.

Conductor P. J. Condry and Brakeman W. M. Smith have been commended for interest shown in getting their train over the road on January 4, when their engine broke down.

Machinist C. F. Beatty of Gassaway and Machinist Caruthers have been commended for close observation in connection with close inspection of locomotives.

Relief Agent Marshall has been commended for interest in securing information regarding possible prospective business for the Baltimore and Ohio. Agent Kennedy of Clendennin has been commended for similar action.

Conductor H. H. Huff has been commended for valuable assistance rendered at Orlando in averting delay to passenger trains.

Conductor M. N. Hendrick found a broken rail at Adrian, during the night of November 29. He personally made repairs, averting delays to three trains, for which he has been commended.

Mr. Dennis Rowan found a broken rail near Adrian. He notified a train crew immediately, for which action he has been thanked in a personal letter from the superintendent.

Conductor R. Shelton, Brakeman P. Bazzle and Brakeman C. C. McCue have been commended for close observation and prompt action in connection with the finding of a broken rail on the Coalton Branch on November 10.

Cleveland Division

At 5.30 p. m., December 14, while switching in Lorain Yard, Yard Conductor L. Stewart discovered a truck belonging to the Express Company, on the running track which crosses the Nickel Plate. This truck contained express to be loaded on the Nickel Plate train. It was quite dark when the discovery was made, and if Conductor Stewart had not been on the watch so that the engine was stopped in time, the truck would have been damaged and probably some of the express also.

"This man sees everything," is the motto which Superintendent H. B. Green has connected with the name of Operator W. W. Webber, Stillwater, Ohio. On December 29, Mr. Webber discovered brake beam down on engine 4318, east, and immediately stopped train before it had passed any switches. This is only one of a number of cases in which Operator Webber has been commended for his watchfulness.

(Continued on page 79)



Among Ourselves

Baltimore and Ohio and Baltimore and Ohio Annex Buildings

Law Department

Correspondent, GEORGE W. HAULENBEEK

In preparing papers for legal action, requiring acknowledgment before a Notary Public, please remember that Baltimore is not in Baltimore County, nor indeed in any county, so that the jurat should read—State of Maryland, Baltimore City to wit:—

This is not always observed by Company's counsel in sending papers of this character, but I pause to remark that papers forwarded by counsel at Romney, West Virginia, do not call for the elimination of the word "County" and the insertion of the word "City," as in most cases. Romney is in Hampshire County, and the papers from our counsel located there are well prepared.

And then another thing, and this is for stenographers who prepare these papers: Girls, please give the poor Notary a little bit more space for names and dates. It is proper to write out the month in full, but this cannot be done if only an eight of an inch of space is given for insertion. Take for example, the words January or February, or even March, with only five letters for insertion into a little bit of space, with oceans of paper on every hand.

And then in the case of a deed or mortgage, please omit at the beginning of the document, not only the month, but the year as well, for I have seen many and many a paper prepared for the latter part of the year, that did not receive final action, until along in January or even much later.

When I had a brief spell of sickness, not so long ago, I received a card from a young lady in the building with the following inscription:

"Heard you were ill, hope you are better, Couldn't say more in a dozen-page letter."

And then when the Christmas festivities were in preparation, I received this—

"Old fellow, if I could grasp your hand, For about a minute, you'd understand Without any fixed-up card from me, What a bully good Christmas I want yours to be."

Don'ts for 1922

"Don't use a tooth pick at the table" is a 1922 resolution, but a better one would be, "Don't light a cigarette in a crowded elevator." Now will you be good?

One of the offices I like to visit is the Treasury Department, presided over by E.

M. Devereux. It is a very busy place and an important department of our service.

I observe that the members of clerical force in the office of the Pass Bureau have all that they can do, and their very busy period appears to be at the end of the year. Little wonder that the door bears the notice—"Closed at noon." I think Mr. Kohlerman and his clerks are entitled to a full share of commendation.

I have just space enough to remark that I would prefer not to receive articles for insertion in the MAGAZINE. They should all be addressed to The Editor, Mt. Royal Station, Baltimore, Md.

Car Service Department

Correspondents,

J. T. LEAN and H. V. OBERENDER

It's an indication of a return to normalcy when the business of Cupid & Co. goes booming. In our office it seems to have boomed its boomingest, and the climax was reached when our old friend and faithful worker, Ada Gallery, left us to join the happy band of those who prefer to swing the tea towel rather than to wield the long-pointed yellow pencil. No, we don't blame her, but we'd have liked it better if she'd had the ceremony at a time when we all could have seen it.

On the morning of January 11, Miss Gallery and Mr. Robert McConnell, of the

Tin Decorating Company, were united in matrimony at the church of St. Mary's Star of the Sea, Rev. John Bownes officiating. Miss Florence Gallery, sister of the bride, was bridesmaid, and Mr. Lec Brown, traveling auditor, U. S. Shipping Board, and formerly an employe of the Transportation Department of our Railroad, acted as best man. "Ave Maria" and "At the Communion" were ably rendered by Mrs. Elna Sellman Proffen, formerly of the Car Service Department, and a close friend of bride and bridegroom.

The bride was attired in a brown traveling suit of velour and seal, and carried a bouquet of orchids and sweetheart roses. The bridesmaid wore dark blue and carried American Beauty roses. A wedding breakfast was served at the Belvedere, and the happy couple left from Mt. Royal Station for a honeymoon in the sunny South. Our congratulations follow the happy couple.

Engineering Department

Correspondent, OSWALD EDEN

New Year's Resolutions—1922

C. G. S.—To shave off and keep shaved off that cute little misplaced eyebrow.

J. M. K.—To stop doing "field work."

J. R. D.—To try to get married.

J. F. C.—To send in notes to the MAGAZINE.

M. G. F.—To be on time every morning.

R. H. B.—To stop being a floor-walker.

O. K. E.—To be more regular in contributing to the MAGAZINE.

T. E. H.—To keep his hair cut.

E. H. B.—To stop chewing.

"What is the time, Miss Bernat?" Watch the smile upon her answering. Was Santa responsible or—but just now we will see what we will see.

Our bowling leagues are coming along fairly well, although not as well as could be expected. But we have a crowd of versatile players. One week they are par-excellent, the next they are not so good. At this writing, January 7, the Chief Engineer's Team dropped back one place, now being fourth, with an average of 462. The Engineer of Buildings' team is still sixth, with an average of 447. Mention might be made, however, of the stellar bowling that Warren, of Chief Engineer's Team, has been doing. Having bowled in every league game, a total number of 48, he has an average of 99.2, just one-tenth of a point behind Boring, of the Auditor of Disbursements' Team, who has not bowled as many games. Good work, Warren, keep it up!



A group from the Railroad and United States Railroad Administration now located at Mt. Royal Station. Their work is to check up claims, materials and supplies on hand at the beginning and at the end of Federal control. They are, left to right, standing: back row—T. R. Rees and L. S. McClelland (Baltimore and Ohio); B. J. McGilvey, (U. S. R. A.); O. Grinewitsky, W. O. Hinkey and H. R. Westinghouse (Baltimore and Ohio). Front row—C. F. Moehle, Francis Swiller (Baltimore and Ohio); E. Roberts (U. S. R. A.); D. S. Guild, James Roodhouse and C. H. Marshall. Sitting: "Bue" Ottis C. P. Soper. (Photograph by Titus)

We have quite an artist in the person of Howard F. Buffington, junior draftsman in the bridge department. Among other things, he attends night school at the Maryland Institute three nights a week, and is getting along splendidly. During the month of December a poster competition was held in which he entered. Howard was adjudged second in the first poster contest and first in the second poster contest. As he was not allowed to take both prizes, he very wisely decided to take the first prize in the second poster contest, and was mailed a check for \$20.00. Besides attending the Maryland Institute, Howard also belongs to the Federal School of Art, which is a correspondence school. "Bob" Klebe, formerly one of us, but now with the cost engineer, is also a member of the latter. Keep up the good work, both of you! There is always room at the top!

(Why not help your correspondent with a drawing or cartoon, now and then, fellows?—Ed.)

Harry Thorne and Freddie Gempp are artists in their respective musical lines. Harry plays a violin; Freddie a saxophone. I happened to attend a dance where they, with four others, furnished the music, and believe me, there wasn't anything slow in the way they played the more popular pieces.

Speaking about music and musicians, with the material we have we should be able to inaugurate an orchestra. How 'bout it, fellows?

Harold Lloyd has nothing on "Gus" Hauser in the way of "goggles." Now that Gus's have developed shell rims, he looks like a regular rah-rah boy.

Hey, there! Who said that Friday, the 13th, was "hoodoo" day? We believe it's good luck for Draftsman Ziegels and the Missus, for on that day the stork came around and brought them a baby girl. Then, having done his duty, he flapped away, leaving two happy parents. Congratulations!

Office of District Engineer, Pittsburgh, Pa.

Correspondent, Miss M. M. WARD

Local engineering and right of way department offices have been moved from the seventh floor, Conestoga Building, to the seventh floor of the new Maloney Building, 339 Second Avenue, Pittsburgh.



Audrey, little daughter of Rate Clerk H. J. Holtz, General Freight Office

The new quarters are very satisfactory and pleasing to all. The boys of District Engineer's force are to be complimented on the efficient manner in which they assisted in getting settled in their new home.

**Office of District Engineer,
Cincinnati, Ohio.**

Correspondent, G. F. DAUBENMERKL

H. L. Scribner and wife spent the holidays at the latter's home in Cumberland, Md. Immediately upon their arrival, Mr. Scribner was handed his mail—"Scribner's Magazine." Scrib says he was entertained very nicely by father-in-law.

G. W. M.—Never sneeze unless you remove your glasses. It is too expensive, isn't it, George?

Assistant Engineer P. A. Callahan has become a member of the North Cincinnati Gymnasium. We are all wondering what he is training for.

Stanley Thompson, draftsman, is now a suburbanite, having moved to Oakley, Ohio. There is still some attraction at his former residence, however, as he has been around State Avenue quite often lately.

The stork got busy our way during December. James P. Ray, assistant engineer, announced the arrival of a baby boy on the last day of the year. We all congratulate him and wish to thank him for the cigars. Fine New Year's Eve for "Jim," what?

Freight Claim Agent

Correspondent, GEORGE DOBBIN

The excitement of the holiday season with its exchange of greetings and presents, and the making and breaking of resolutions, is over, and we have taken another step along the pathway of Time. One pace after another we travel toward the end of the trail, and year after year some of us grow less hopeful of our prospects for the future, based on our own past performance. Therefore, let us remember that the fault may be our own. Perhaps we have left out the main ingredients from the formula of success, probably discarded Loyalty, Knowledge and Faith, the prime essentials, as being worthless. Loyalty to our employers, friends and to ourselves; knowledge of our particular job and its co-relation to the work of the other fellow, and above all, faith in ourselves and our organization! To lose belief in the things that are part of our lives is to place ourselves in that helpless and dangerous class of the indifferent. Helpless, because as a class the indifferent person is without the decisive will power necessary for the completion of even minor detail, and dangerous by reason of a growing disposition toward the easiest way of arriving at any given point.

Just to help the Mail Division keep its place in the Marriage Lottery, our Miss Bredehoeft has blossomed out with a sparkler on the proper finger, assuring us that it has the correct meaning. Our sincere congratulations!

We have long ago admitted that the Harford Road section is wonderful, but it took Brother Aro to convince us that beautiful paper roses grew out there. Even the florist of the O. S. & D. Division needs must look to his laurels.

Some time ago the Independent Gossip and Sewing Circle No. 1 held its meeting at the home of Miss Sara Morris. Among those present were Agie, Becky, Lena and a disappointed feeling at not having Mr. West for a chaperon. He got cold feet and backed down. "Beany" was the only

charter member absent, because of the illness of her sister. Music, refreshments and a dance known years ago as the "shimmy," rendered by Lena, completed the enjoyable program.

Our own J. I. Waters has been looking things over at the new Masonic Temple of Cambridge, Md. Nothing like being popular, old man.

A daily rendition of Romeo and Juliet by John and Helen keeps the spirit of Shakespeare in our midst. Doggone it, John! That will mean another quarter toward a wedding present. But we don't mind: misery loves company and the wedding chimes sometimes bring more happiness than can be gotten in any other way. Here's luck to you both, and make it snappy!

The epidemic of engagement rings seems to be more severe in its after effects in the southwest corner of our office. For instance, just having recovered from the first (pleasant?) shock, Miss Iona Newcomb came about halfway to work hatless on the morning of January 4. Thanks to a reminder by a friendly soul in the street car, the error was corrected. Our congratulations are mixed with sincere hopes for an early return to normalcy.

Among the Famous Sayings of Famous Women we easily include, "Aro, am I late?" by Sadie.

There seems to be no end to the folks who are bound to listen to the sweet tune of the wedding bells. We extend our cordial congratulations to Mr. and Mrs. Sener. "It is an ill wind that does not blow somebody good," or words to that effect may be appropriate in describing the loss to Mr. King of a capable assistant and the gain by Mr. Sener of the lifetime partner who will aid him in achieving success, and share his burdens. It surely was a splendid way to begin the New Year.

Miss Foster also appears with a ring. Is there going to be no end to this? Murphy, old boy, tell us, was it an Irish Kris Kringle that told you where to get the jewel that the wooing of the Blarney (Stone) did win?

Among those who have joined the Back to the Farm Movement is Miss Ethel Eisberg. We are not quite sure whether Cupid alone must bear the blame for her dip into matrimonial seas. The date being considered, we have our suspicions of Santa Claus being in on the deal. All we have to say, no matter who is responsible, Mrs. Charles W. Wagner (I'll bet that sounds strange), we are sure that the joy and happiness due you, will be with you all through life, and we are "with you and for you" in that wish.

The numerous diamond rings with special meaning that are being worn in our office, lead us to think that good times and prosperity are on the horizon, and we who are not vitally interested in these ornaments can do no more than wish health and true love to all wearers. These are the essentials for real happiness in life partnerships. We take for granted that religion is the foundation of the ideals which inspire the parties to all these agreements. It may be well to remember that the Golden Rule may be sincerely observed with excellent results.

Freight Tariff Bureau

Correspondents,

F. W. RUPPERT, C. A. WAGNER

The Man Who Quits

He starts with a rush and a solemn vow,
As good as the next; but he lacks the sand
That would make him stick with a courage
stout,
To whatever he tackles and fight it out.

He starts with a rush and a solemn vow
That he'll soon be showing the others how;
Then something new strikes his roving eye,
And his task is left for the bye-and-bye.

It's up to each man what becomes of him;
He must find in himself the grit and vim
That brings success; he can get the skill
If he brings to the task a steadfast will.

No man is beaten 'till he gives in;
Hard luck can't stand 'gainst a cheerful grin;
The man who fails needs a better excuse
Than the quitter's whining, "what's the use?"

For the man who quits lets his chances slip
Because he's too lazy to keep his grip.
The man who sticks goes ahead with a shout,
While the man who quits is a "down and out."

Freight Traffic Department

Correspondent, DOROTHY RUBENSTEIN

"Politeness is to do or say
The kindest thing in the kindest way."

Have you ever noticed the inconsistencies of some people in the matter of everyday etiquette and courtesy? Take, for instance, the man who whips off his hat immediately when a lady enters an elevator, and yet keeps his head covered while making a business call in an office where many men and women are employed. Then, too, there is the woman who is politeness itself when engaged in a personal conversation, but who will invariably fly off into a tantrum at the slightest provocation when using a telephone.

No doubt you can recall the courteous and charming friend or acquaintance, who upon entering a crowded car or train, immediately becomes metamorphosed into a pushing, shoving savage, bent upon securing a vacant seat, and utterly oblivious of the discomfort and annoyance he is causing those around him.

The examples which I have cited are but a few of the many inconsistencies which are inexcusable on the part of the average man or woman, and which can easily be avoided by a little thought and care. Being ever on the alert to extend a courtesy wherever and whenever possible, will naturally tend to develop a charming personality, which cannot help but have a beneficial effect upon those coming in contact with it. With this idea in mind, let each individual launch a Personal Courtesy Campaign, and now is the time to start your particular ball a-rolling!

We regret to report the fact that Miss Dorothy Zellinger sustained a fractured knee when she slipped and fell on December 13. We hope that by the time this issue is published, we may have her sunny personality with us once again, entirely recovered from the mishap.

The tinkle of far-off wedding bells is beginning to be heard in the office. Please give us sufficient time to save up our pennies, Jerome Idaho!

They all fall sooner or later, and at last the bobbed-hair bug has penetrated the General Freight Office. Three victims are now suffering from the disease and several more are in the first stages of infection. J. J. F. extends his sympathy to the smitten.

A hearty welcome is extended Paul M. Heisey, the latest addition to our force, with best wishes for a successful career. The same applies to Stanley G. Hatton, another newcomer.

Are we, as members of the most interested department, setting the pace in "employee solicitation?"

Printing Department

Correspondents, H. R. FOGLE, *Compositor*
O. R. PYLANT, *Stone Hand*

We regret to report that at this writing, Clinton Smith is ill at his home of an attack of typhoid. We hope for his speedy recovery.

A. Handley is recovering from a sprained toe, although he is not yet able to kick the football.

You should have seen how surprised was our Mr. Frey, when, on the noon of Friday before Christmas, he was presented with a handsome fountain pen, a gift from the employees of the composing room. O. R. Pylant made the presentation address as follows:

"Mr. Frey:

"I am going to present you with a little token which the ladies and gentlemen of this department have all contributed toward buying, and which we sincerely wish you to accept and to make good use of during the coming year, 1922.

"We also extend to you our heartiest congratulations in wishing you and the office force a Merry Christmas and a Happy New Year."

Now that the holidays are over, let us all settle down to business again and see if we cannot get out more work in the year 1922 than has ever been gotten out in one year at the Baltimore and Ohio Printing Department. I am sure that it can be done if we put ourselves to the task. All we need is steady work, a little pep, and a few good alarm clocks, and we can produce the goods. Now let's go for the big drive!

How about sending your correspondent a little news? Pictures, poetry, service records with the Railroad, etc., are all welcome. Hasn't somebody had a birthday party? Hasn't somebody a piece of work that he has done and which he'd like us to know all about? Haven't you girls something to gossip about? Hasn't somebody solicited some business for the Baltimore and Ohio? Hasn't something new and exciting happened to you or to the fellow who works alongside of you? Can you draw a cartoon? Hasn't someone led a blushing bride to the altar? Hasn't somebody bought a house through the Relief Department? Hasn't somebody celebrated a golden wedding anniversary? Hasn't somebody established some kind of a record, either in work or in play? Hasn't somebody told somebody else that the Baltimore and Ohio is the best road in the world to travel on and the best on which to send your freight? Hasn't somebody done something? Please tell the correspondent what you hear, and tell him quickly. He needs help from everybody.

Every department should be represented in the "Among Ourselves" Department each month. It is not necessary to be a Richard Harding Davis, a Rudyard Kipling, or an Ella Wheeler Wilcox; it is not even necessary to make the notes funny. What we want is good, constructive material that will really "mean something." The only requirement is that it be truthful and fair.

We regret that Miss Sophia Brown is on our sick list, too, as is Mr. Hopkins. We hope for their speedy recovery. George



C. A. Plumly, superintendent Telegraph, his son and grandson

Schuckman is also back on the job after being absent for several weeks because of a broken arm. We have several others who are also on the sick list and to whom we wish a speedy recovery.

Now don't forget about sending in your news items!

Telegraph Department

Correspondent, DELLA M. HAIN

Three generations in the family of our superintendent telegraph, beginning with him, then showing his grandson H. D. Jr., and the baby's daddy, appear in above picture.

Our Mr. Plumly needs no introduction. His son, Howard, received a grammar school education in western cities where his father formerly lived; later he was graduated at the City College in Baltimore, afterwards entering and graduating from St. Johns College, Annapolis, Md. Howard's home is now in East Norwood, Ohio. The grandson is a bouncer, full of life and vigor, justly received from his father and grandfather, and we predict for him a future that will be a pleasure to his grandfather and parents, and an honor to himself.

Transportation Department

Correspondent, L. K. BURNS

Dance! Dance!! Dance!!!

The Transportation Department baseball team will hold its first annual dance at West End Hall on Monday evening, February 20. The proceeds of this dance will be used in financing the baseball team during the coming season.

Manager Mansfield had a strong team in the field last season and it is his desire to get right at the front of the procession at the beginning of the coming season and to be there when the Baltimore and Ohio League closes.

Let us all lend our aid by attending the dance and bringing our friends.

Daddy: "No, your mother never dressed the way you girls do today, to catch a husband."

Daughter: "Yes, but look what she got."
—Exchange.

The Washington Terminal bowling team visited Baltimore and met the Transportation Team in a return game at the Y. M. C. A. on Saturday evening, January 7. When our team went to Washington about a month ago we were victorious—taking two games out of three. This time the Terminal boys reversed the tables, winning the second and third games. However, the total pins for the three games showed them as topping us by only seven, their total pins being 1469 as against our 1462.



Winifred and Louise, daughters of Travelling Car Agent C. C. Wilson, and their playmate, Teddy

The result was as follows:

Baltimore and Ohio Transportation Department			
	1st	2nd	3rd
Seeds.....	106	83	88
Roth.....	120	86	85
Fowler.....	97	100	112
Guerke.....	130	85	117
Bryan.....	77	87	...
Mansfield.....	89

Total..... 530 441 491
Total pins..... 1462

Washington Terminal			
	1st	2nd	3rd
Nider.....	92	84	109
McDonald.....	109	113	109
Langley.....	99	98	88
Weeks.....	83	98	97
Williams.....	106	88	96

Total..... 489 481 499
Total pins..... 1469

Our bowling team of the Baltimore and Ohio League, Section B, is still in second place and Collins' mark of 146 for total pins in a single game is still the League record.

Valuation Department

Correspondent, G. B. SAUMENIG,
Accountant

A generous vote of thanks is extended to our former correspondent, E. B. Pierce, for his humorous and interesting cartoons which have appeared in the MAGAZINE during the past year. Mr. Pierce has severed his connection with the department and our best wishes go with him.

The Valuation family is gradually being brought together under one roof. At the present time all of the prodigal sons are in the fold with the exception of those in the Smoky City. Each day as the family is about the fireside, one can hear the loud praises of Cleveland, Wheeling, Chicago and Cincinnati, being sung in no uncertain tones, but there is a discordant note at times regarding Baltimore. It is a pretty good place in which to live and a mighty good place in which to work. After all it is not the town, it is you.

Some of the fair sex have the correct idea of what valuation means. Three of them have become very practical and have shown by their "sparklers" that they can show on their progress report "100 per cent. com-

plete," as to their work of placing a valuation on the object of their affection.

This disease is contagious and several of our Beau Brummels are acting queerly. Watch Rau and Gover for symptoms. Gebert from Pittsburgh set the pace during the latter part of December.

Regardless of the state of the weather, Lillie and Margaret have no fear because they know they always have the satisfaction of looking forward to their RAY of sunshine.

Charles Meese, our faithful abstractor of mail, is the proud possessor of a cheerful countenance and winning ways. He can even present you with a bill in such a way as to make you feel as though he is handing you a \$100.00 bill. Here is another product of Relay.

On December 21, our office hours were changed and all were instructed to be at their desks at 8.20 a. m. Each morning since, thrilling movies are staged. It seems strange that a lot of us have our desks at home, on the street, in the cars or in the elevators.



Some like it cold and some like it hot,
But ventilation we must have, weather
or not.

The celebrated order of Knights of the
Pulse Warmer and Red Flannel Under-

shirt is holding its annual convention in Room 1105. Each member carries a window stick. You can always tell them. They are the ones that hide behind the file cases, desks, etc., during ventilation periods. One of their practices is to drink ice water and then sit on a hot radiator. "Consistency, thou art a jewel!"

The New York State and the Chicago Commissions on Ventilation have established, with scientific accuracy, that 68 degrees Fahrenheit is the temperature at which the best office work is done. We owe it to ourselves as well as to those around us to have proper ventilation. We can, if you will.

Our arctic explorer, Hans Frederick Augustus Christopher Vorwerck, wears the fur cap which was left him by Commodore Peary after his last expedition. This is generally worn on clear, warm days. When it snows or rains, the cap is left home as a substitute for the family cat.

Some Why's for the Wise

Why does the Cost Department smoke Buckingham tobacco?

Why are price books made so large and price clerks made so small?

Why do most of the married men arrive at the office very early in the morning and leave late in the evening?

Why does the sailor boy of the Building Branch forget what ship it was?

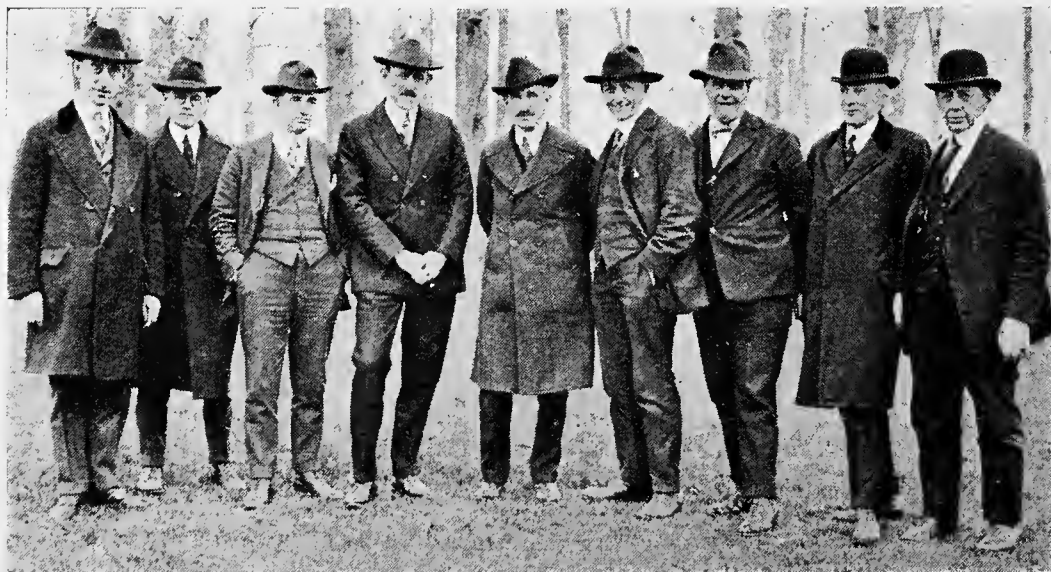
Why not have a Spelling Department in the office?

Why does Wheatley attend theatre? Is it to get exercise or to be near the ceiling?

We are sorry to announce the illness of Miss Schaefer and Mr. Wilkinson. We know the former has heart trouble and it is possible that the latter may have the same malady.

The men in the accompanying picture checked the mechanical equipment on the Baltimore and Ohio System during the year 1921 for valuation purposes. Reading from left to right: E. B. Pierce, pilot; J. P. Shamberger, I. C. C. engineer; F. H. Becherer, I. C. C. engineer; J. G. Russell, pilot; A. W. Norton, pilot engineer in charge of work; H. E. Hendricks, pilot; J. W. Hendrickson, I. C. C. engineer; J. C. Cook, I. C. C. engineer; and J. W. Barnes, pilot.

One of the latest construction projects was in charge of Messrs. Wheatley and Wiles, engineering experts, who have had extensive experience in such large cities as Alexandria, Va., and Ellicott City, Md. They are equally proud of their structure, which consists of catalogues, price books, an antiquated file case, etc., and presents



They checked the mechanical equipment on the System in 1921 for valuation purposes

the appearance of the latest design of a fort. We can safely say it is practicable and will serve its purpose, until the boss invents some sort of an engineering instrument that will make it possible to look around corners.

Reid, one of the proprietors of our vault, recently received a visit from a burglar. His entire possessions consisted of a watch and 75 cents. The second story man left the watch but took the money. You can never tell a watch by the case.

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPET

Standing of the teams in the Office Bowling League, including games of January 10, was as follows:

Royal Blues.....	20	Won	10	Lost	667
Pull Men.....	18	"	12	"	600
Head Lights.....	18	"	12	"	600
Bumpers.....	15	"	15	"	500
Wrecking Crew.....	12	"	18	"	400
Tail Lights.....	7	"	23	"	234

Duke Spurrier set up a new high single game total on the night of January 10, when he went through the sticks for a total of 121.

Atwell had a pretty good night with a total of 327, just two short of the season's record.

As nifty a piece of bowling as has been our pleasure to watch was pulled off by "Al" Lehman after the regular games on the night of January 10, when in a special game of "nines," the object of which is to get nine pins in each frame by using one, two or three balls. Brother "Al" gets nine straight, several of which were wonderful shots.

Auditor Disbursements

Correspondent, JOHN C. SVEC

Our force has been very busy for the past three or four months in adjusting settlement with the United States Railroad Administration, which has about forty accountants on the job. Chief Clerk Donovan is representing our Company in this work in this work in so far as it relates to disbursement matters. The work is progressing satisfactorily and is expected to be completed about the middle of February.

Our Colonel H. Cockran, traveling disbursement auditor, has purchased and is occupying a new and beautiful bungalow in the Ashburton Development. Even tho' he went into his new home after winter had set in, Mr. Cockran is already enthusiastic about suburban life.

L. Martin, chief M. C. B. Billing Bureau, has just returned from an annual meeting of the Chief Interchange and Car Inspectors, held in Chicago. At these annual meetings new rules concerning car repairs are gone over item by item and a uniform interpretation arrived at. Mr. Martin had his traveling M. C. B. accountants at the meeting also, and reports that the information gained will prove valuable in their work during the coming year.

On December 10, Miss Helen H. Patterson, assistant head clerk, Voucher Examining Bureau, announced that she had been married on May 14 to John T. McHale, clerk, Transportation Accounting Bureau, Auditor Disbursements Office. While it was an open secret that Mr. McHale was paying attentions to Miss Patterson, the announcement of the wedding came as a surprise, but both parties were showered with congratulations and they have the best wishes of the entire office for their future happiness.

A recent wedding of interest was that of Miss Katherine M. Miller, of this office, to C. Vernon Thomas, employed in the Senior Vice-President's Office, and son of E. Frank

Thomas, head clerk, Payroll Bureau, Auditor Disbursements Office. The wedding took place on Friday evening January 27, 1922, at the home of the bride. After an extensive trip South they took up their residence at the home of the groom, 13 Belmar Avenue, Overlea. The office force extends its congratulations.

Another wedding of interest was that of Miss Helen DeC. Kemp, an employee of this office, to Mr. Joseph Linnott Devereaux, of Chevy Chase, Md., on Saturday evening, January 21, 1922, at St. Ignatius Church. Miss Elizabeth Bevan, an associate clerk of Miss Kemp, was one of the bridesmaids. Mr. and Mrs. Devereaux will reside in Washington, D. C.

Auditor Freight Claims

Correspondent, H. J. BARKER

Not so long ago there was an article in one of the daily papers, quoting the number of marriages for the year 1921, and comparing it with the number in the previous year. This showed a great decrease. Generally, statistical quotations in daily papers are accepted as correct, but after looking over our office, of only 107 employees, we find that nearly 10 per cent. have been married within the past four months. Therefore, we feel as though there has been a big mistake made in compiling the statistics referred to.

The first victim was Boyd W. Goslee, who was married to Miss Hellen F. Miles, a little girl from down home, on June 4, 1921. They spent their honeymoon in New York City, and you may be sure that our new country couple had a very enjoyable time, for this was their first trip away from home.

Next was Richard Rebbert, Accounting Division, to Miss Anna Kaltenback of the M. I. T. Division, on October 12.

Then Paul L. Grafton, Foreign Division, to Miss Geraldine McQuade on October 12. The wedding was followed by a reception and dance at Tuttle's Hall, when 90 to 100 couples were present. While everything was in full swing, and, unknown to those at the party, the bride and groom tried to make their getaway to the train, but in spite of all their swiftness they were greeted with a big send-off.

Shortly afterwards, we lost our little speed king, Miss Hellen Miller, who was our statistician and comptometer operator. She was married on October 18, to Mr. George Vink.

The most daring of all happened on the same day when Miss Julia Norton, chief clerk's secretary, asked for a one-day vacation. She stretched it into ten days, and went to Boston and Niagara Falls on her honeymoon with James S. Smith, Loss and Damage Department.

Next in line was the marriage of H. E. Muellenix to Miss Elsie Wingate on November 18.

Now we'll have to take off our hats to George Appel, who, on November 28, was married to Miss Mildred Weaver. There have been many rumors going around the office in regard to this marriage, but there hasn't been even a word or a thought of our little George.

On November 24, Miss Margaret Coneby, Agent's Relief Desk, was married to Mr. Marshall Stewart. Immediately after the ceremony they went South. They expect to tour through all the southern states and return in the spring.

The office extends its best wishes to each for a long life of happiness.

Baltimore Terminal Division

Riverside

Correspondent, MARTHA V. FOX, *Car Record Clerk*

The stork left two fine youngsters at the homes of two of our Riverside Shop people, on a bright November morning, a fine boy at the home of General Foreman Ralph Cline; at the home of Norman Deitz, boiler clerk, a baby girl.

On December 28 Mrs. A. H. Blackburn, wife of Assistant Trainmaster Blackburn, died at her home in Baltimore. Although Mrs. Blackburn had been sick for some time, her death was unexpected. We extend to Assistant Trainmaster Blackburn our deepest sympathy in his hour of loss.

A number of changes have been made in our office force of late and we are sorry to say that E. W. Search, chief clerk to division engineer, has returned to his home in Philadelphia. We miss Wallace.

George T. Clarke, assistant trainmaster at Locust Point, met with a serious accident on the afternoon of December 15 in Locust Point Yard, when he slipped on a piece of iron covered with snow, while descending steps leading to the cab of engine 4291. The fall resulted in his left shoulder being contused and breaking his lower left limb. Mr. Clarke was taken to the University Hospital after the injury. We sincerely hope for his speedy recovery.

Mt. Royal Station

C. A. Bloom, assistant ticket agent, Mt. Royal Station, decided to start the New Year in double harness. On the afternoon of December 31, he and Miss Louise Ditto, a trained nurse of Franklin Square Hospital, were married at Trinity Episcopal Church, Lafayette Avenue and Bentalou Street. The ceremony took place at 2.30 p. m., and the happy couple left for a short trip to the North. Mr. and Mrs. Bloom are at home to their friends at 1207 Longwood Street, Baltimore. They have our best wishes for all happiness imaginable, and we hope that next time they will notify us a few days beforehand in order that we may have time to hunt up a few old shoes and a pound or so of rice.

Mt. Clare Shops

Correspondent, MISS MOLLIE ALBRECHT
Secretary to Superintendent

Superintendent of Shops Office

Poole, the blossoming young lawyer of this office, is with us again, and if ambition and arguments will get him anywhere, believe me, he will be district or state's attorney within a year! Here's wishing you just lots of good luck during 1922, John Henry!

We would like very much to have an account of Marion's doings during Christmas week. He keeps very quiet about it and our curiosity is aroused. When will the mystery of the wild nights be disclosed, old dear? We are anxiously waiting for an account of them.

We just want to announce that Davis is still chewing. Isn't it awful?

Baltimore and Ohio Folks, meet Miss Mary Jane Bell, 3 years old, of Cumberland, Md. Jane is the little granddaughter of T. R. Stewart, superintendent of Shops, Mt. Clare. Her daddy is Charles Bell, Dispatcher's Office, Cumberland. Make yourself at home, Jane; we'll be glad to add you to our Railroad Family when you get a little



Mary Jane Bell

older. Meanwhile, stick close to Grand-daddy.

Assistant Superintendent of Shops Office

The "mis-placed eye-brow" on Mr. Conen's upper lip, has developed into a full-grown mustache, and we are contemplating using him as Relentless Rudolph in some Hair-Breadth Harry series. However, Mr. Conen is such a good-natured fellow, that we can't imagine him twirling his mustache and saying: "Ah Ha! Me proud beauty! I have you in me power!"

The secretary of this office, Marshall S. Gosnell, is still with us in all his glory, and still wears the soldier trousers which have caused so much comment during the last six months. We believe he must be getting used to wearing them, as no one knows how soon he may be engaged in some war (domestic or foreign, we cannot say), and then he will be able to feel at home in them.

We neglected to announce in last month's MAGAZINE that L. J. Hook had to buy a new hat. This is due to the arrival of a sweet little "somebody" in his household who calls Roy "Daddy." We extend our best wishes to both Mildred and Roy.

Chemical Laboratory

This "gang" is still with us, and although there have been several departures, most of them are still hanging around, looking pleasant. That's one thing we must give this department. When you go in their office, at least two or three of them have grins on their faces, in spite of all trouble, so Mount Clare-ites won't get blue as long as they stay with us. However, we miss Willie Hokemeyer, with his dreams of Mabel, and Elsie, and so on. Although we don't have the benefit of hearing of his dreams, we hope he is still having them, and that some of them come true.

Drawing Room

There are so many nice people in this office that we can't write about one and slight all the rest, so we'll just say a little about each every month or so. This month it'll be about Charles. Everybody will know whom I mean, so I won't introduce him. Charles, do you mind if we call you "Happy Hooligan?" That tells the story in two words.

Locust Point

Correspondent, J. Ross GOULD

We are well started on the New Year, with hopes that it will be the banner year of the Baltimore and Ohio.

Locust Point, the great terminal of the Railroad, is well prepared to meet the rush; we have the yards, the piers, and well

trained men (victors in many a well fought freight battle), who are looking forward and anxious to get into the fray.

In this period of business depression, it is especially our duty as loyal employes to do our utmost and to give our best energy to further its interests, thereby benefitting ourselves as well.

May the statements now being made by our officials to the Interstate Commerce Commission at Washington, D. C., as to the needs of the railroads, so influence their decision, as to grant what is needed, to place the roads on a sound basis and thereby bring business in general back to a state of normalcy.

Then, boys, we will, with a long pull, a strong pull and a pull altogether, keep our Grand Old Road in the front of the procession.

Permit me to introduce to our readers two of the Old Guard at Locust Point, Messrs. Boyd and Walstrum.

J. W. Boyd entered the service of the Company at Locust Point in June, 1879, as a clerk in the East Bound Freight Office. After a month's work there, he was transferred to Pier 6 as tallyman. For several years he had charge of the loading of East Bound perishable freight, and in 1890 was transferred to Pier 9, as export delivery clerk, which position he is now holding.

He has filled each assignment, with great credit, and has made an enviable record in the rather complicated job he is now filling. He is a faithful employe, a courteous gentleman, a true friend and a Baltimore and Ohio Veteran.

P. J. Walstrum is export delivery clerk, Pier 8. Mr. Walstrum entered the employ at Locust Point in May, 1888, as truckman. In six months' time he was put in charge of extra gangs in the lower yard; after filling the position creditably for three years, he was transferred to Pier 32 as night delivery clerk. Later he was transferred to daylight work, and when Pier 8 was rebuilt after its collapse, Mr. Walstrum was put in charge there as export delivery clerk.

During the World War, Mr. Walstrum handled thousands of tons of flour and

provisions for our Boys "Over There," in a very capable and efficient manner.

He, like Mr. Boyd, is courteous and affable, loyal to the Company and true to his friends. He is a member of the Baltimore and Ohio Veterans and also one of our shock troops. Like Mr. Boyd, he can be relied on in an emergency.

The employes at Locust Point Freight Office extend to F. S. Berghoff, secretary to the agent, their heartfelt sympathy in the irreparable loss which he has suffered in the death of his mother.

Baltimore Division

Correspondent, W. H. TARR, *Superintendent's Office, Camden Station*

The picture on page 64 is of Harry Eckman, of the Baltimore Division. He entered the service as a freight brakeman on September 24, 1887 on this division, was promoted to freight conductor in 1904 and to extra passenger conductor in 1909. Conductor Eckman named his youngest child, a boy, after the president of the Baltimore and Ohio, Daniel Willard Eckman. The story of how this happened was told in the January issue of the Magazine, Children's Department.

On December 22 the office force presented Chief Clerk Wm. D. Devlin with a gold ring as a Christmas gift.

Brunswick, Md.

Correspondent, CONDUCTOR R. L. MUCH

A new economy test is about to be inaugurated on the Cumberland Division. Engine 2558, just out of Mt. Clare Shops, arrived here to be fitted with equipment necessary to determine certain tests in train movement. Among railroaders there is great rejoicing. If this type of engine is adopted, it means better times. Engineer Merckle, of Brunswick, has been chosen to run this engine. Brunswick will be the starting point for the tests.



Veterans of the Service at Locust Point, J. W. Boyd and P. J. Walstrum

Hamilton Watch

"The Railroad Timekeeper of America"

Is there a better judge of a Watch than a Railroad Man?

LONG years of experience on a job where accurate time is vital, makes the Railroad man an authority on watches.

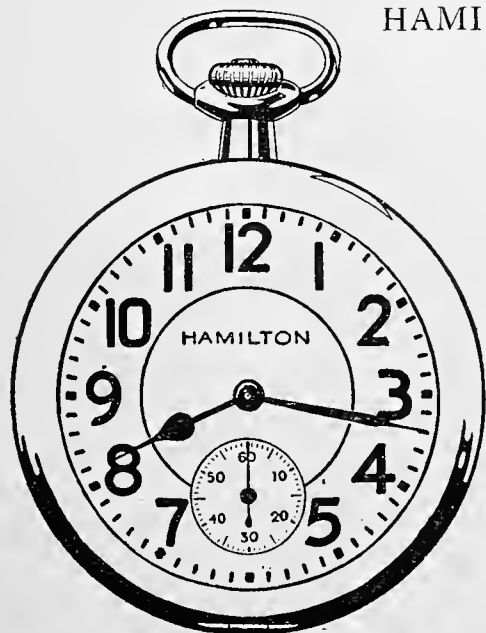
And when he has timed trains accurately with his Hamilton through years of service, its dependability is conclusively proved.

Charles Hamilton, the efficient engineer shown here, runs the Bangor Flyer—one of the longest hauls on the B. & M. He has been with the Boston & Maine 49 years. He runs the Bangor Flyer by a Hamilton Watch.

The Hamilton is built to stand the hard jolts of a Railroad job. When you buy a Hamilton you buy satisfaction. The Railroad man who bought a Hamilton so long ago that he isn't sure whether it was fifteen or twenty years ago, is satisfied. The man who bought a Hamilton recently—a few months or a few years ago, is satisfied; and when you decide to buy a Hamilton, you can bank on the same satisfaction.

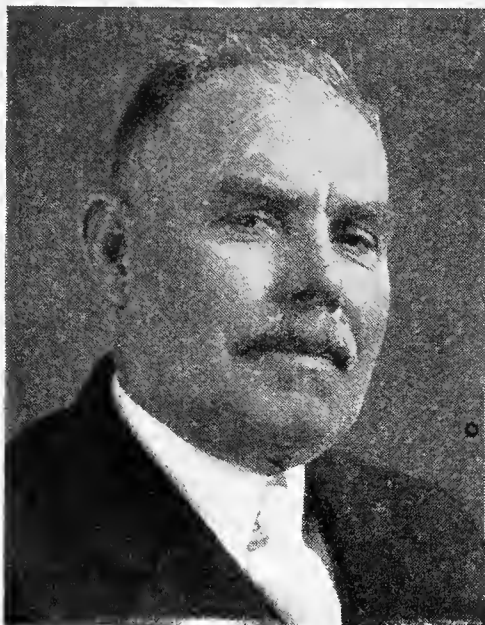
Your jeweler sells Hamiltons, and will be glad to show you a No. 992—the 16-size Railroad Timekeeper of America—or any other grade made. And he'll look after it for you, and be a service station for its continuous, accurate performance.

Hamilton Watches range in price from \$40 to \$200; movements alone \$22 (in Canada \$25) and up. Send for "The Timekeeper", an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated and prices given.



HAMILTON WATCH COMPANY
Lancaster, Penna., U. S. A.





Conductor Harry Eckman, Baltimore Division

J. F. Mackin, former general yardmaster, Cumberland, has been appointed acting terminal trainmaster here, with full charge, vice W. O. Shields, who is on an indefinite furlough.

Brunswick yards are the center of energy of the whole Baltimore and Ohio System, being in touch with all the principal as well as the minor business and manufacturing cities of the United States. Thousands of cars are handled daily, involving great care in their distribution.

Mr. Mackin, being an experienced official, has grasped the situation in a thoroughly business-like manner.

The funeral of Conductor Charles Woodcock was held on January 3. He entered the service of the Baltimore and Ohio 32 years ago. For the past six years he had been incapacitated because of illness. The Brotherhood of Railway Trainmen had full charge of the funeral, under the direction of E. W. Burch. The pall-bearers were: O. B. Howe, J. P. Alston, R. L. Much, E. Cauffman, W. W. Kelly and D. C. Wood.

Engineer A. B. Haller and wife were snapped by your Correspondent as they were gazing at a sight-seeing airplane. Engineer Haller is one of the fuel savers of the Baltimore and Ohio. Every run is an efficiency run with him, and he has been officially commended on his good work.

Sitting on the stone wall is "Jackie" Dean, 6 years old, son of "Mack" Dean, switch operator, eastbound hump. He is a bright boy and, like his dad, will be a good railroad man.

Here we see Warren Harding Axline, 9 months old, son of Lieutenant W. Axline,



Engineer and Mrs. Haller, watching an airplane Brunswick, Md.

Baltimore and Ohio Police. He has all the appearance of becoming a shrewd and faithful officer like his Dad.

Four Classes of Railroad Men

Having traveled extensively in the United States and foreign countries, I have been greatly impressed by the customs of the different classes of people with whom I have come in contact. There is something about the railroad workman that appeals to me. Among trainmen, we find what is known as the "boomer," a fellow who never settles down, and who only waits until he makes a couple of "pays"—then is gone to some other clime. Like a proverbial rolling stone, he never gathers any moss, and finally ends up as a hash slinger in some railroad beanery.

Then we find the college and office-bred man, who goes railroading in search of health and excitement, and who, after a few months' experience, can give conductors cards and spades about railroading from A to Z, and has the Book of Rules skinned a thousand miles. Some of the class "stick," really becoming successful railroad men, settling down, happily engaged in their work, becoming a credit to the Company. Others stay a while, quit, then enter other means of livelihood, more becoming to their natures.

Again, we have what is known as the "pay day" class. Soon as the pay checks are handed around, a rush is made for the nearest poker-joint, where they play all day and night while their families are anxiously awaiting their return home that they may settle up with their grocer and rent man. Some are able to get by on a small amount, others are badly in need. This is the class that keeps the officials busy, and has the call boy running like a hound-dog after a rabbit.

There is another class, the steady workers. They never lose any time, except when sickness, death or other family troubles come to them, who find it unwise to lay off a trip; hard workers, steady and industrious, they do all they can to make life worth living and have peace and contentment in their homes and in their relationship with the Baltimore and Ohio.

Washington, D. C. Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

There has been so much said regarding "Service" lately in connection with Railroad matters that when a special effort is made, and good results come from such effort, it is well that the readers of our MAGAZINE should share in the appreciation that is shown by parties interested. The following letter from Division Freight Agent G. S. Harlan is worth perusing. It shows what can be accomplished by cooperation and teamwork. The firm of S. Kann's Sons Company, from whom the appreciation comes, is one of the largest Department houses in this city:

BALTIMORE, MD., December 13, 1921.

Mr. M. W. PRYOR, Baltimore:

Referring to our letters 26 and 28 ult., attaching communications from S. Kann Sons Co., Washington, D. C., in which they requested prompt movement of shipment consisting of seven cases dolls from Hamburg, Germany, consigned Washington, D. C.:

For your information beg to quote below copy of reply just received from Mr. William F. Friel:

"Kindly refer to our letters of November 23 and 26, and to yours of November 28, in connection with an import shipment we were very anxious to receive from Hamburg, Germany.

"This shipment was received by us today and I cannot let this occasion pass without



Warren Harding Axline, Brunswick, Md.

expressing to you both my firm's and my own personal appreciation for the courtesies and the cooperation of the various Baltimore and Ohio officials to whom I appealed for assistance in order to expedite this movement after the steamer docked and unloaded.

"Your Foreign Freight Department, Mr. Marshall's office, in this city, and Mr. Fisher's office, deserve thanks for their efficient handling of this shipment, and in view of the short time for the sale of this merchandise before Christmas their efforts are more than appreciated.

"Assuring you again of our appreciations, I remain, with best regards."

It is mighty pleasing to get a letter of this kind and in addition to what has been said by Mr. Friel we want to extend our sincere thanks for your prompt cooperation in the handling of these goods.

(Signed) G. S. HARLAN.

Mr. F. L. Marshall, Jr., Washington, D. C.
Mr. D. M. Fisher, Agent, Washington, D. C.

Your prompt and careful attention to the handling of these goods is very much appreciated.

"PERFECT PACKAGE MONTH" is another of those matters connected with railroads that the general public is also very much interested in, and we have heard a



Little Jackie Dean, Brunswick, Md.

great deal of it lately. Of course, all concerned have "put their shoulders to the wheel" to bring about good results.

With what success the plan was carried out in this city the following letter from the Merchants' and Manufacturers' Association of Washington, D. C., is the best possible evidence:

MERCHANTS' AND MANUFACTURERS' ASSOCIATION, INC.

Executive Offices: Suite 400 Star Building, WASHINGTON, D. C., December 15, 1921. MR. D. M. FISHER, Freight Agent, Baltimore and Ohio Railroad Company, 1st and Florida Avenues, N. E. Washington, D. C.

My dear Mr. Fisher—Permit me to congratulate your Company and the other carriers upon the successful fruition of the "Perfect Package Month."

I am confident it did a great deal of good and assure you that the Merchants' and Manufacturers' Association is very proud to have been associated with the movement even in the measure that we contributed.

It is a fine thing from time to time to bring forth the measuring rod that we may find out our weaknesses in order to speed up perfection in service.

The carriers are indeed to be congratulated on putting forward the idea and exercising so much energy in promoting it.

Yours very truly,

(Signed) Charles J. Columbus,
Secretary

Those of our readers who have read the splendid letter to The Baltimore and Ohio Family from the pen of our President Willard, will concede that the letters above referred to are the results of work along the lines suggested by Mr. Willard in his greeting:

"I have been much pleased by the manner in which Baltimore and Ohio officers and employes of every rank have responded to my request a year ago, for their helpful sup-

FREE 15 DAY TRIAL
SEND NO MONEY
EASY PAYMENTS IF IT SUITS YOU

JUST WRITE TODAY AND SAY YOU WANT TO TRY THE
Faultless Drop-Head, Steel Ball Bearing Sewing Machine

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Genuine Oak Woodwork, beautifully finished; Iron Stand, enamelled glossy black; Head folds inside, leaving flat tabletop; Automatic Bobbin Winder; Self Threading Cylinder Shuttle; Adjustable Stitch; All up to date improvements. All tools and accessories free.

25 Year NATIONAL FARM EQUIPMENT CO., INC. Over 100,000
Guarantee DEPT. 69 98 CHAMBERS ST., New York In Use



port and cooperation. This cooperation has been manifested in many different ways, such as efforts to obtain additional business for the Company, efforts to improve the service, to reduce and prevent accidents, to reduce loss and damage, and by a more general desire, or rather a more general effort, to cultivate courteous and sympathetic relations with the public."

It is now for the employes of the Baltimore and Ohio to use every endeavor to carry out the wish expressed in the last paragraph of Mr. Willard's letter, and to continue in the efforts to please the public, and give the service that it is the duty of all to give.

There is no time when the old home fire-side appears brighter and more cheerful than at Christmas-tide; and one or two of our force could not resist the magnetic influence of home, and spent the festive season with their loved ones.

Foreman's Clerk C. M. Webb went to his home "Way down in Tennessee," and Index Clerk R. V. Montgomery journeyed into the Hoosier State to visit the old folks.

The following was received by wireless from the wilds of Cumberland, Md., the domain of Agent C. R. Grimm, who was for two years assistant agent at this station and who took with him Ross W. Price to be his chief clerk at Cumberland:

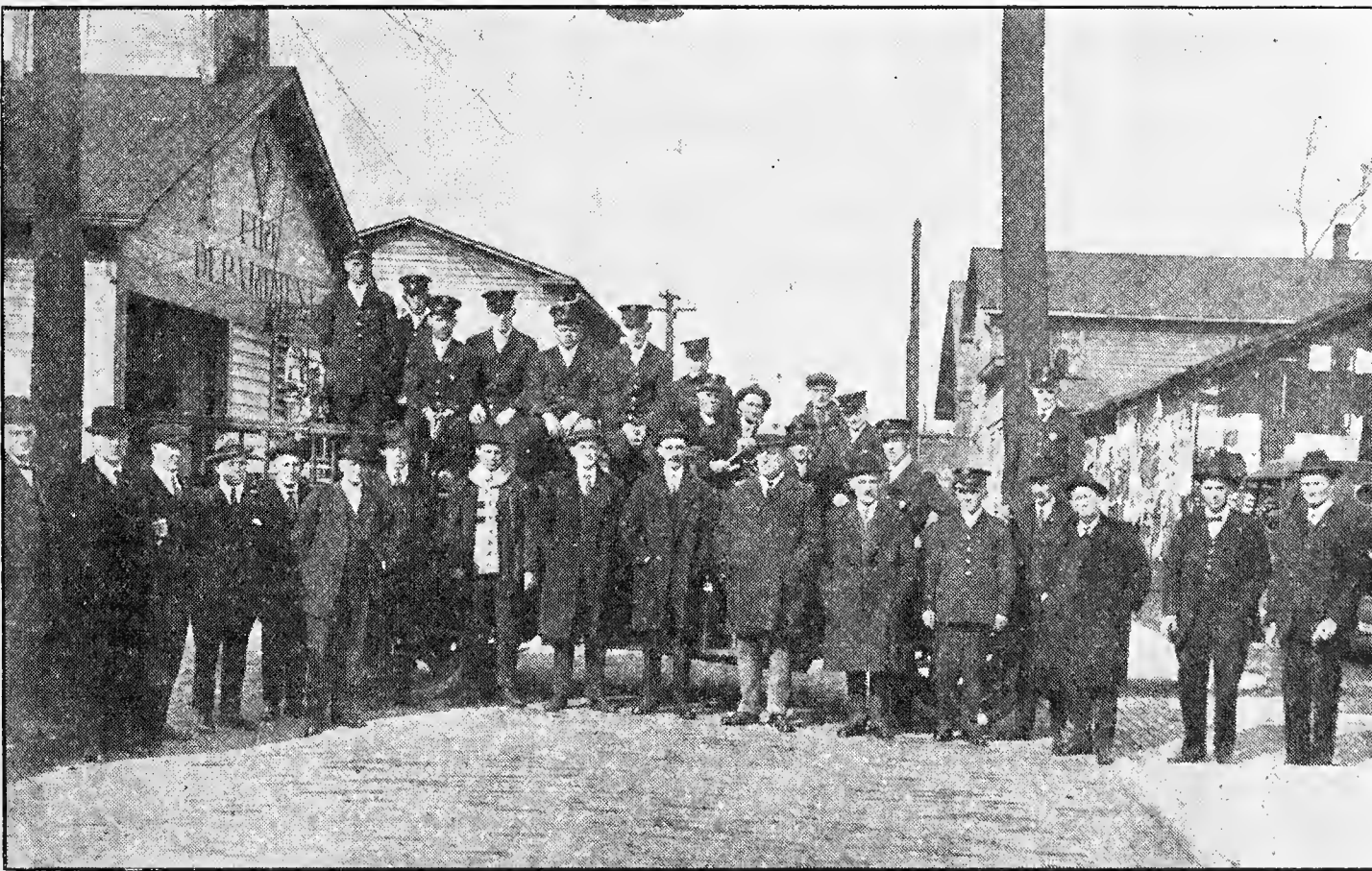
"Ross Jr., weight seven and three-quarter pounds, arrived on January 2. A noted increase is visible in the new "Daddy's chest."

It is always a pleasure to hear of the success of those who have been with us, especially if they are still connected with the Baltimore and Ohio family. May the good work go on and the "Prices" (in this case) never grow less. Good luck, Ross! Many happy returns of the day; but don't let the chest expansion get too large, or the head may follow suit, and, as you know, "Nobody loves a fat man."

Cumberland Division

Correspondents

E. C. DRAWBAUGH, Division Operator
JOHN SELL, L. P. Clerk, Superintendent's Office



VIGILANT REEL AND HOSE COMPANY, KEYSER

H. R. Stewart, Pres. W. W. Long, Chief C. E. Hixenbaugh, Engineer C. E. Leary, Sec. F. E. Kagey, Captain
In April, 1905, The Vigilant Reel and Hose Company No. 1 was chartered under that name by the State for the purpose of saving life and property from loss by fires and to promote social intercourse among its members. The present organization is equipped with an up-to-date American-LaFrance auto truck; also has a big hook and ladder truck and three hand reels. One of the big fires that made the Vigilant Reel and Hose Company No. 1, of Keyser, W. Va., famous, was that of the big Barton holocaust of Feb. 3, 1919. Another big job of the boys was that of Feb. 18, 1919, when the First National Bank and the Opera House caught fire. The bank was badly damaged and the Opera House was a total loss. The boys again prevented what might have been the worst fire in Keyser; their work in keeping the flames from adjoining buildings was heroic. The majority of the members of this company are Baltimore and Ohio employes

Much credit is due employees on the Cumberland Division for the manner in which the Christmas Business was handled. For several days before Christmas there were extra sections on almost all through passenger trains. These were handled in good shape as was also the heavy passenger travel, express, mail and freight shipments. If Old St. Nick failed to reach anyone, it was no fault of the Cumberland Division employees.

One of our former employees, Charles J. Crogan, now a student at Georgetown University, was home for the Christmas holidays. "Charlie" was instrumental in having a large number of students use our line to their homes in various parts of the country and has made many friends for the Baltimore and Ohio among his classmates. "Charlie" expects his diploma this spring and while the

Please mention our magazine when writing advertisers

Company has lost a loyal employe, the country has gained a good lawyer. Much luck to you, "Charlie!"

It is with great pride that we scan the "blue prints" each month, and find the Cumberland Division still at top-notch in efficiency. This encourages the boys to exert every effort to keep it there.

Our chief dispatcher on the night trick, has a fine dog. "Jake" says he is a collie, so we will have to take his word for that, but we can have our own opinion.

C. A. Wigal, water station foreman and expert motor car operator, took his usual fall hunt not long ago. We are still waiting for that venison and bear steak. "Charlie" must have confined his efforts to small game. No doubt there will be a scarcity of rabbits.

Our old friend, P. M. Pennington, crossing watchman, Polk Street, Cumberland, besides the great care given the safety of pedestrians passing over his crossing, has become quite a dog fancier. Tell us the joke, P. M.!

One of the most interested readers of the MAGAZINE is our old friend, "Gus" Weibel, retired. "Uncle Gus" reads the MAGAZINE regularly and has many interesting stories to tell of his long experience with the Baltimore and Ohio. We hope to get an interview with him, which I know will make interesting reading.

Cumberland was visited by a serious fire on the night of January 7, when the large wholesale grocery building of the Bayer Grocery Company, adjacent to our tracks and near the Queen City Station, was totally destroyed, with all its contents, estimated loss amounting to about \$200,000.

The Cumberland Veterans began the new year right with a big time at Cumberland, the kind of time the boys enjoy. There was plenty to eat, music, dancing and good talking. President Allison was right on the job, and from reports, some of the older boys are still there when it comes to the terpsichorean art.

One of our local correspondents is wearing a broad smile these days. Yes, it's a boy. John is receiving the congratulations of his fellow employes. This being his fourth boy, John has reasons to feel proud.

The Cumberland Division has a basketball team, which is second to none, and is

willing to meet all comers. They have issued a challenge to any other division on the System. We are with the home team to a man.

Bowling is also going strong at the present time, and while we have no league on the division this year, our employes are largely represented in the City League and are giving a good account of themselves.

While it is a little early in the year to talk baseball, "Hotty" Spearman assures us they will be ready to put a team in the field this year that will be a winner.

B. A. Noone claims the checker championship this year. This title was held last year by R. L. Ketzner, assistant chief clerk to the superintendent.

Recent changes around the Queen City Station building are as follows: L. M. Rausch, appointed day station master, W. A. Johnson succeeding as night station master, and our own James McCarty promoted to baggage master, third trick. Congratulations, boys! We are all glad to see you going up and wish you the best of luck.

We have a report that our popular agent at Great Cacapon claims to have raised the largest pumpkin in Morgan County. Knowing "Brownie," we feel sure it must be some pumpkin.

J. B. Higgins is chief transportation time clerk and one of our most popular clerks on the division. Just recently he became a benedict and now all signals are set for home.

J. B. Mackin, former night general yardmaster, Cumberland, has been promoted to acting terminal trainmaster, Brunswick. "Paddy" has all of the Cumberland boys' best wishes. C. F. Van Osdale succeeds him at Cumberland.

Many other departments have been claiming credit for long years of service for different employes. Uncle M. J. ("Mike") Fleming, clerk at the Freight House in Cumberland, is the oldest clerk in point of service in the Transportation Department. "Uncle Mike" is still in active service and we wish him every success for many more years.

"Grandma" Messman sure does amuse the boys at times. We often hear good stories on G. Frank, but the best one to date is hard to understand. "Grandma," all the

boys want to know why it is necessary to check the carbons against the originals. How about it, Frank? You tell them accuracy must be maintained.

We are glad to mention that our veteran painter foreman, E. D. Colgate, recently pensioned, has recovered from his recent illness and is able to be about.

We have it on good authority that our old friend "Bill" Shaw, will be a candidate for the election as delegate to the Relief Department Convention.

Timber Preserving Plant,

Correspondent, E. E. ALEXANDER

Our Railroads are not only vital to the Nation's welfare, but also to the home.

Furloughed or short time men are not home builders. Their families are not happy or prosperous. Good business means good times. Good times mean good news. When business is dull and work is slack, bright interesting news, enjoyed by all, is scarce around railroad employment centers. The depression on the railroads is being keenly felt by everyone.

The necessity for strictest economy affects all, reaching into the homes from which only good news and pleasant thoughts should emanate. We hope that the better times, for which all are anxiously hoping for our railroads, are close at hand.

Safety First!

Not one employe injured during the month of December, 1921, and only one in November. Though partly due to reduced force and man hours worked, this is largely due to carefulness, the result of consistent and united effort.

Weddings!

Ticket Agent H. M. Whitford and Miss Georgia Gurtler, daughter of Fireman and Mrs. C. M. Gurtler, were recently married at Martinsburg, W. Va. They have our best wishes.

Plant Clerk F. A. Sebold, Cumberland, Md., and Miss Minnie Catlette, daughter of Mr. and Mrs. A. B. Catlette, of Green Spring, W. Va., were quietly married in Cumberland on December 31. Miss Catlette is a popular and well known clerk of Flora & Co., while Francis needs no introduction to Cumberland Division employes. They have our congratulations and we predict a happy future for them.

The accompanying picture is of Operator J. D. Rockwell's attractive new house; the people from left to right are Mrs. J. D. Rockwell, daughters Margaret and Mildred and Operator J. D. Rockwell.

E. S. Parks, vice-president of the Century Wood Preserving Co., Pittsburgh, Pa., was a recent business visitor at the Plant.

Tieman and Mrs. W. E. Landes, newlyweds, were recently presented with a beautiful cane rocker, another remembrance from fellow employes.

Treating Inspector C. L. Kittle, Central Creosoting Co. Plant, Finney, Ohio, has moved his family from North Bend, Ohio, to Lawrenceburg, Ind., since the opening of the new bridge.

Only a week after the return of his wife from the Western Maryland Hospital at Cumberland, where she underwent an operation, it was necessary for C. R. Pasapae, our commissary manager, to enter the same institution to undergo a major operation. We are glad to report



House of Operator J. D. Rockwell, Green Spring, W. Va. Mr. Rockwell is standing on the porch with M. S. Rockwell (left) and their daughters, Margaret and Mildred

them both able to attend to their accustomed duties again.

Mrs. J. D. Rockwell, wife of operator, is convalescing from an operation at the Western Maryland Hospital, Cumberland.

Mrs. B. F. Twigg, wife of retortman, is also regaining her health at her home after an operation at the same institution.

Tieman Thomas Long has moved his family into his elegant new home recently completed at North Branch, Md. (another new home).

B. F. Reed is another tieman who is building a new home at Green Spring. Several others are contemplating building when conditions warrant.

Soapy Stuff

May I hold your Palm Olive?
Not on your Life Buoy.

Martinsburg Shops

Correspondent, W. L. STEPHENS

Motive Power Foreman F. G. Maxfield received a delightful surprise on Christmas Eve, when "the boys" presented him with a handsome ring, bearing the Masonic emblem, and a fine umbrella. These useful and decorative gifts are a fine tribute to the popularity of Mr. Maxfield. May he get real joy in wearing his ring, and may he leave his handsome umbrella in our office some day and forget it. (We have none of our own.)

The Baltimore and Ohio fraternity were terribly shocked to learn of the untimely death of Section Foreman Noah Alinger. A useful and active career ended at the age of 40 years! He was working along the main line near the junction of the low grade just west of Cumbo. A moving train on the low grade drowned the sound of the approach of a fast train on the main line. The foreman was struck by the fast train and instantly killed. Our sympathy is extended to the widow and three sons who survive.

Brakeman Elmer Kies, 317 E. Race Street, was instantly killed in a motorcycle accident on Tuscarora Pike, just west of this city. The motorcycle on which he was riding got beyond his control and Mr. Kies was thrown against a culvert. His neck was broken. Mr. Kies would have been 30 years old on January 20, this year. A widow and four small children who survive, have our heartfelt sympathy.

Keyser, W. Va.

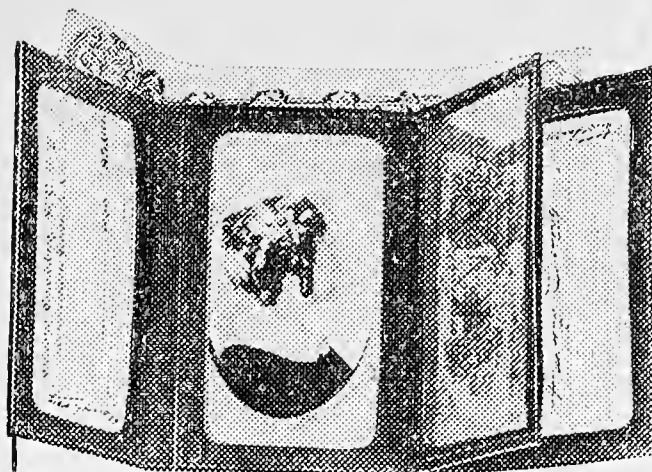
Correspondent, HARRY B. KIGHT

E. J. McGuiness, who has been chief clerk to Master Mechanic Hodges, Keyser, for the past year, has been transferred to Riverside, Baltimore. That "Mac" has made many friends while here was evidenced by the handsome traveling bag which was presented to him by the supervising and office force on the eve of his departure. We are sorry to lose "Mac" and wish him success in his new position.

Mr. H. A. Deetz of Philadelphia has been appointed chief clerk, vice Mr. McGuine. We welcome Mr. Deetz.

Fireman George Cornell is able to be out and around after having suffered the loss of a foot.

The weekly Meetings held by Master Mechanic Hodges at his office on each Friday are producing satisfactory results. These meetings are attended by all foremen, from both Locomotive and Car Departments, various subjects pertaining to the betterment of the service being discussed.



Guaranteed Genuine Cordovan Leather

A more remarkable offer of a combination Passcase, Cardcase and Billfold has never been made. Just look at these smashing prices:

1 Window Case, \$1.18 4 Window Case, \$1.48
2 Window Case, \$1.28 5 Window Case, \$1.98
7 Window Case, \$2.28

Carefully made of Genuine Black Cordovan Leather, tough and durable. Strongly stitched, will not rip. Generous size, with plenty of spaces for your money, cards, memos, etc. Size folded 3x4 1/2 in. You have never seen such wonderful value.

Gold Engraving FREE

Your name on the outside of the case in 23 Kt. gold letters, absolutely free. Extra lines, Street No., City, etc., 30 cents each. Emblems, 40 cents each. This attractive engraving gives the case an exceptionally rich and handsome appearance. Alone it is worth \$1.50 of any man's money.

Lapel Button FREE!



Mason



K. C.

As a special introductory offer, we will include with every case, one of these attractive lapel buttons of hard baked enamel on heavy gold plate. These buttons usually sell for \$1.00 each. This is a wonderful offer that you will not find duplicated anywhere.

Send this Coupon Today!

Send No Money

Just send the coupon, telling us what button you want and what you wish engraved on case. I pay the postman when you actually receive the goods. We guarantee absolute satisfaction. Otherwise your money will be returned immediately and without red tape. We have been in this business for fifteen years. You take no risk! Don't miss this wonderful offer.

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Send me your _____ window pass case, with my name in gold engraved absolutely free. Also the _____ lapel button free. When it arrives I will pay the postman your special price and the few cents postage, plus extras I have checked below. If I am not more than satisfied, I will return the case and button and you will return my money, including postage.

Name _____ Engraved FREE)
St. No. _____ ☐ 30c Extra
City _____ State _____ ☐ 30c Extra
Emblem _____ ☐ 40c Extra
(Be sure to check engraving you wish in addition to your name)

At the last meeting held, 25 foremen were present and 28 subjects were discussed. These included: expenses, delays, shortage of material, new rules in effect, condition of equipment, condition of shops and premises, etc., as well as preventatives to such delays and conditions which we may expect during the winter months.

Any irregularities that have been noticed since the previous meeting, as well as action to overcome omissions in the past and preventatives for the future, are given close attention. In fact, these meetings have not only shown a tendency to promote interest in the work at hand, but have increased the efficiency of our supervising forces so that the most desirable results have been obtained.

Walter Sobraske, one of our popular machinists at shop, has gone on an extended visit to his parents, Mr. and Mrs. J. Sobraske, in California. Walter stated, however, that he will be back to keep a pressing engagement in June.

"Do Do," our Car Department stenographer, states that the cartoon in the December MAGAZINE showing "B. J." as walking slowly after his visit to Orchard Street is in error. He should have been shown running, "cause he stays so long."

We are informed at this writing that Miss Allamong, Roundhouse Office, now writes her name "Mrs. Alta Porter."

Congratulations to our Power Clerk and Mrs. J. M. Salyards—it's a girl!

Dusty says "The car report is like the weather report—it all depends on the temperature of the car foreman."

Aaron C. Welton, for years an employee at the local shops, died at his home on S. Mineral Street on January 11, after an illness of several weeks. Mr. Welton was born May 11, 1849, at Petersburg, W. Va., but spent the greater part of his life in Keyser, where he was employed. The remains were taken to Petersburg for interment. We extend to the bereaved family our deepest sympathy.

Clarence J. Snyder, one of the most popular conductors on the west end of the Cumberland Division, died at his home on Spring Street, this city, on January 13, following a short illness of pneumonia. Mr. Snyder is survived by his wife and two children. Conductor Sherman L. Snyder is a brother. The family has our most sincere sympathy.

It is with deep regret that we chronicle the death of Engineman George P. Warner. Mr. Warner had been ill for some time and on December 13 he passed peacefully away.

Mr. Warner began railroading in July, 1876, as a yard fireman. On February 28, 1885, he was promoted to engineman, which position he held until his death.

He was a man of quiet and unassuming disposition and his beautiful character won him many friends in all walks of life. He was an active worker in the Order of Knights of Pythias, having helped to organize Olive Branch Lodge No. 25, 45 years ago. He was the 25th Grand Chancellor of the Domain of West Virginia.

His funeral was held on Sunday and was one of the largest ever held in Keyser. It was in charge of the Knights of Pythias and Brotherhood of Locomotive Enginemen and Firemen. A memorial service was held for Mr. Warner in the High School Auditorium, in recognition of his wonderful service as a member of the School Board.

We extend to the bereaved family our heartfelt sympathy.

It may be of interest to many Keyser employees and the public as well, to know that the first depot the Company ever had in Keyser is still standing. It was moved, years ago, to another location, and "Uncle" Harrison Ross moved into it. Uncle Harrison was one of those old time darkies, of the old school, and in this house he spent fifty years of his life. The building is located on East Water Street and is now occupied by Uncle Harrison's son-in-law, "Bob" Gray, the genial porter at the passenger station.

We hope to be able to get a picture of



"Uncle Jack" Ravenscroft, as we best knew him

Keyser's first depot, soon, and to see it in the MAGAZINE.

Agent Stover and his forces at the freight and passenger stations took up a collection among themselves at Christmas time, and purchased food which was distributed among the poor of the community.

Such acts of charity and thoughtfulness for their fellow men who are less fortunate, are to be commended.

Every railroad man on the west end of the Cumberland Division, knows of the dandy caboose, in charge of Conductor "Slick" McMakin, and which has been mentioned in the MAGAZINE. The correspondent rode in that cab some time ago and wrote about it in the November issue. It is fine and the captain and crew deserve all the nice things that have been said about them.

Now comes another one, and maybe if we would look around we will find some more good housekeepers on this division. Conductor Harry Fonner has charge of Cab C993. His crew is composed of O. C. Murray, C. C. Householder and J. Sutton, and they have their cab fixed up mighty fine. They call themselves the "Safety First Crew" and their cab is arranged for Safety First. Well built cupboards, hot and cold running water, nice pictures, in fact "a place for everything and everything always in its place." The caboose has been nicely painted and you are invited at any time to come and inspect it.

Some reader, send 'em a nice calender for their cab.

We are sorry to report Engineman "Charley" Blackburn as being confined to his home on account of illness.

We regret to report the death of Mrs. Mary Hollen Stallings, mother of Yard Clerk E. M. Stallings. Mrs. Stallings died at her home on Piedmont Street on January 6. The body was taken to Williamsport, her former home, where it was laid to rest. The clerical forces here contributed a beautiful basket of roses. We extend to the bereaved family our heartfelt sympathy.

Is each of the employees receiving a copy of the MAGAZINE, each month? If not, call at the Ticket Office, and get one. We want every one to get a copy.

One more of our veteran employes passed away to the Great Beyond, when Inspector Foreman J. W. Ravenscroft, died at his

home, 107 W. Piedmont Street, Keyser, after three months illness due to paralysis. The deceased was 68 years of age and had a 53 year service record.

"Uncle Jack," as he was known to thousands of employes on the Cumberland and other divisions, was born at 21st Bridge, below Keyser, on July 1, 1853. He entered the service of the Baltimore and Ohio, June 1, 1868. He was continuously in the service from that date, having never failed to receive his pay check from the time of his employment until a few months before his death.

In our December issue of the MAGAZINE, there appeared a lengthy item on the occasion of Mr. Ravenscroft being presented with a 50 year service medal by the Veterans' Association of the Cumberland Division.

We are submitting for this issue of the MAGAZINE, a portrait of "Uncle Jack" as we best knew him.

Paw Paw, W. Va.

Correspondent, M. L. SHARON
Pensioned Engineer

Uncle John Shipley, whose picture is shown here, is the efficient track foreman on Section 22, High Line, at Paw Paw. John is a Veteran of the Martinsburg clan, and has had about 43 years of experience at his job.

Uncle (we call 'em all "uncle") "Bill" Kaylor, our high speed track foreman, was elected to the Town Council on January 5,

by a good majority. Hoof 'em up, "Bill," for a cleaner and better town!

We notice that our Agent Fleming and assistant, "Bill" McBee, have a new mail cart. Beats a wheel-barrow, doesn't it, boys.

Your correspondent was rustivating in Martinsburg last week, seeing the boys and getting a few fish stories. "Bill" Airhart, of course, always has some in stock for us.

Our track walker, Philip Fretzman, had a wedding at his home. His son, Raymond, was married to Miss Lealie Sargent, his father's housekeeper. Good luck to 'em!

Mrs. Northcraft, one of our respected citizens, was laid to rest on December 26, aged 88 years. Some of the younger generations are employed with the Company.

D. G. Beavans, one of the old time telegraph operators for the Company, is one of our genial merchants and right on his job when it comes to sales.

We would like to hear from our old Martinsburg friends, especially "Joe" Linthicum. "Joe" and I have spent many a—I was going to say happy—day together fishing, but you know we would always fall out about the biggest fish, which "Joe" always claimed.

Sabraton, W. Va.

Correspondent, L. M. GUMP

Robert Kennedy, clerk to Supervisor R. L. Cattlett, and ardent foot-ball fan, who has been seriously ill for some time, is greatly improved.



Winter "Sports" at Keyser, according to Alvaro



J. B. Shipley, track foreman

Stanley "Slim" Lantz, clerk to local agent Hansel, has been bumped by Wayne Ringer of Masontown account of furlough at that point. "Slim" said, "Mr. Lantz thinks I should continue my education at West Virginia University, and as I'm still boarding with him, I'll get only three weeks rest." So the first of February "Slim" will begin the four year job of convincing W. V. U. faculty that the railroad has some brilliant sons. The race has been postponed indefinitely.

Storekeeper "Red" Farrell and Boilermaker W. C. Johns, Sabraton's two incurable hunters, upon returning from a hunting trip into the Scott's run district, report rabbits of such size that they make as much noise as a sheep while running through the underbrush, and when dressed, weight nine pounds each. Right in line with this Mr. Johns gives another experience: It seems that when going out in the yard one evening not long ago, he saw a regular parade coming from under the henhouse. It consisted of a large rat lying upon its back and holding four eggs, being pulled along the ground by its tail by four other rats equally as large. Quickly getting his gun from the house he broke up the parade, and offers as evidence four dead rats and the shells of three eggs. We have no comments to make.

Engineer Henderson, who was suffering from an attack of pneumonia, is back on the job, apparently quite recovered, but Fireman C. W. May, who has also been on the sick list for some time, has not yet reported.

We note with regret the passing of "Uncle Jack" Ravenscroft, of Keyser. Mr. Ravenscroft was one of the old school of railroaders, and had a number of friends and acquaintances among the local men.

Passenger Brakeman Eminger is of a musical turn of mind, and at different times gives concerts for the amusement of a number of his friends.

The accompanying photograph is of a number of the Car Department employees at this station. At the extreme left is seen our former car foreman, C. B. Gosnell (standing). Mr. Gosnell has been in the service for thirty-two years, over twenty two of which have been spent in a supervising capacity. His service record carries three citations for meritorious service, and also shows that at no time has he been suspended or held out of service.

On January 7, while the Westbound local was exchanging freight at Sturgis, Engineer Morgan, who was busily engaged oiling around, was accosted by three charming young ladies, attractively dressed

in hiking costumes of khaki, who wished to know if they might ride his train to Morgantown; if so, they would prefer to ride on the engine. Our handsome friend, always eager and willing to please the ladies, assured them that they might go, but suggested that the caboose would be more comfortable than the engine. No sooner said than the ladies started for the caboose, but Conductor Lewis Hess, horrified at the thought of any one but a man occupying his house on wheels, met them on the steps. The ladies contended vigorously that the engineer had told them they could go, they guessed he was boss, and no mere man was going to stop them, and furthermore, if they couldn't ride in the old caboose, they would get on the engine with the good looking engineer. At any rate they were going, that was flat. Mr. Hess held them off with one hand, while with the other he frantically gave his engineer a "high-ball," and as the train pulled out leaving the young ladies alone in their anger, was heard to heave a great sigh of relief and vow vengeance upon Morgan in no mean terms. This will never do, Lewis; faint heart ne'er won fair lady.

Connellsville Division

Correspondents,

S. M. DeHUFF,

C. E. REYNOLDS, Office of Trainmaster

DIVISIONAL SAFETY COMMITTEE

R. W. BROWN, Superintendent, Connellsville, Pa.
S. C. WOLFERSBERGER, Assistant Superintendent, Connellsville, Pa.
M. L. McELHENY, Train Master, Connellsville, Pa.
J. F. LONG, Master Mechanic, Connellsville, Pa.
C. R. BURNS, Road Foreman of Engines, Connellsville, Pa.

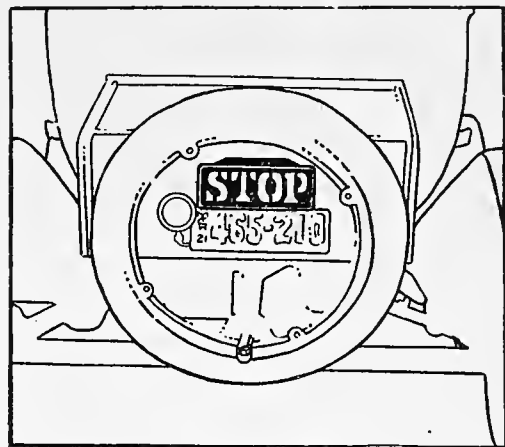
J. RILING, Division Operator, Connellsville, Pa.
H. R. GIBSON, Division Engineer, Connellsville, Pa.
W. E. LOVE, Master Carpenter, Connellsville, Pa.
K. C. BLEDSOE, Captain of Police, Connellsville, Pa.
L. ABRAHAM, Storekeeper, Connellsville, Pa.
H. H. McINTYRE, Medical Examiner, Connellsville, Pa.
D. F. Hurley, General Yardmaster, Connellsville, Pa.
J. N. KIDD, Agent, Dunbar, Pa.
H. W. GROFF, Operator, Mt. Bradock, Pa.
R. MALONE, Supervisor, Smithfield, Pa.
P. C. DIX, Claim Agent, Rockwood, Pa.
O. C. Miner, Water-stationman, Connellsville, Pa.
J. W. O'RORKE, Bridge Inspector, Hyndman, Pa.
J. B. TRACEY, Engineer, Connellsville, Pa.
J. S. PERDEW, Conductor, Cumberland, Md.
C. A. LANSBERRY, Fireman, Connellsville, Pa.
D. E. EVANS, Conductor, S & C Branch, Somerset, Pa.

T. E. O'NEIL, Conductor, Cumberland, Md.
W. H. DODSON, Engineer, Connellsville, Pa.
I. F. MUSSER, Brakeman, Cumberland, Md.
J. E. GRAFT, Brakeman, Connellsville, Pa.
J. H. WEISEL, Machinist, Connellsville, Pa.
THOS. WELSH, Boilermaker, Connellsville, Pa.
S. J. NOEL, Agent, Hyndman, Pa.
GRANT SHOEMAKER, Carpenter (Repair Tracks), Connellsville, Pa.

T. W. SCOTT, Signal Supervisor, Connellsville, Pa.
R. T. FEARRELL, Signal Maintainer, Connellsville, Pa.
H. W. WAGELF, General Car Foreman, Connellsville, Pa.
P. A. McMAHON, Secretary to Superintendent, Connellsville, Pa.

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SAFETY STOP SIGNAL



Protect yourself and car with the cut out oblong red letter way, that cannot be mistaken for oversized tail light.

Price \$5.00 prepaid. War tax included.

Agents wanted

Moffett Auto Signal Co., Dept. B., Deshler, O.

Office of Trainmaster

The accompanying photograph is of Main Line Train Dispatcher H. B. Pigman, who first entered the service of the Baltimore and Ohio May 1, 1880 as night operator at the east end of Sand Patch tunnel. In September, 1880, he was transferred to same position at Mt. Savage Junction; in 1881, transferred to same position at Pinkerton. He was day operator at Port Perry from 1881 to 1883; same position at Glenwood from 1884 to 1887. Was employed in the Pittsburgh Dispatcher's office at Pittsburgh, Pa., as copy operator from 1887 until April 1888, when he was made train dispatcher at Pittsburgh. This position he held until August, 1896, when the Connellsville Division was created. He transferred to Connellsville, working as first trick dispatcher until 1898 when he was made chief dispatcher, which position he held until 1906 when the position of division operator was created. He held that position until 1914, when there was a general depression in business and the position of division operator was abolished. He then accepted a position as dispatcher at Connellsville, until January, 1916, when position of Division Operator was restored, and he held that position until December, 1918. Then because of his physical condition, he was transferred to position of first trick dispatcher at Connellsville. This position he is still holding.



Car Department employees, Sabraton Station

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H. B. Pigman

Mr. Pigman has a clear record and it is not necessary for us to comment on the good service which he has rendered; we all know that he is a very able train dispatcher and all the boys like to get out on the line when he is on the job, for they know that he is right up to the minute.

Passenger Conductor Charles Boyd recently returned to his Trader Avenue home, Connellsville, Pa., after spending six weeks at the Park View Sanitarium, Kansas City, Mo., where he took treatment for his health.

Brakeman B. Baer has returned from a hunt for big game in Sandy Ridge. Baer returned but we didn't see any deer. How about it, Bruce?

Cupid is still in the game among the Connellsville Division employes as indicated by the following:

Miss Catherine Morgan, daughter of Mr. and Mrs. Louis Morgan, Smithfield, Pa., and W. H. Burkett, Connellsville, Pa., were married on Saturday evening, January 7, at 8 o'clock, in the parsonage of the First Baptist Church of Smithfield, Pa. Rev. R. H. Austin, the pastor, officiated. The bride was an operator in the office of the Tri-State Telephone Company previous to her marriage and is widely known in that community. Mr. Burkett, as we all know, is a congenial roundhouse foreman at Connellsville. "Bill," to you and yours we extend our heartiest congratulations!

We are sorry to report that E. O. Lint, employed as wreck man, Connellsville tool cars, met with a painful accident during the first part of December. He is getting along nicely now and we hope to see him on the job soon.

Miss Beatrice Fornwalt, efficient stenographer, Superintendent's Office, departed on train No. 16, on January 13 for a week's visit with friends in Washington. "Nat" will be lonesome until her return. "Jenny" might keep him company.

Pittsburgh Division

Correspondents,

E. N. FAIRGRIEVE, *Car Distributor*, Office of General Superintendent
ELMER H. STOLTZ, *Pittsburgh Freight Station*

Northern District

Correspondent, J. F. MILLER, *Assistant Trainmaster*

The firemen of Foxburg know how to do

other things well besides firing locomotives and rerailling cars. On January 2, at 8.30 p. m., after the regular business of the lodge had been transacted, an informal card party and banquet were given. It was a "stag" affair, and in addition to the regular members, the following visitors were present upon invitation: J. E. McAvoy, engineer; J. S. McCoy, engineer; A. C. Iman, engineer; Otto Arendt, operator; Peter Toy, all-around-man; Frank Goddard, brakeman; Peter Gerber, engineer; J. F. Miller, assistant trainmaster.

The feast was prepared without assistance, by J. A. Galena, chef; L. R. Boyd, first cook; J. F. Gerber, second cook; C. C. Edinger, third cook. It consisted, among many other good things, of fried oysters, french fried potatoes, sandwiches of all kinds, celery, pickles, etc., and home-made apple and peach pie with ice cream.

Mr. Galena, whose remote past we do not know, must have been there before and often. He is an inventor of no mean ability. For instance, he had it arranged to blow his cracker dust through a tin spout, with a bell end like a phonograph horn, by means of an electric fan. A baffle plate (being an engineer he would think of a baffle plate) was properly arranged for the cracker dust to fly against so that none would be wasted.

The oysters were the size of a small lady's hand. Mr. Galena would take one of these lady-hands on an instrument which looked like the second cousin to a pan-cake turner, give it a toss upward through the flying cracker dust (and mind you, think of the dexterity required); when it passed by the top of the tin spout conveyor, it would turn over neatly and pass down through with the "other" side next to the shower bath of cracker dust when it would be completely covered on both sides. Then Mr. Galena, all ready, would give it a bat with his instrument and it would land in a big iron skillet, on a super-heater stove, fifteen feet away. Another would follow, each one snugging up, spoon-fashion, against its predecessor in a circle until the circle would be complete. Then circle two would begin and so on until there was just one vacant spot in the center and it was a joy to see the last one find its place. Then this skillet would move off to a vacant burner on the stove and an empty take its place without any shut down or slowing up of any of the machinery. Of course, cooks Nos. 1, 2 and 3 were busy, and the whole thing was carried on so regularly it reminded one of weighing cars on a hump, the skillet-handlers resembling hump-riders.

Babe Ruth can "hit 'em" far, but it takes finer work, better nerve and more technique to bat oysters, a la Galena. Several brands of perfectos, cigarettes and chewing gum were served from the establishment of Herbert Hall, who is a member, and who worked hard for the success of the occasion.

If anyone thinks that "sticking on" a tank or car on the "Northern District" does not educate a man in jugglery, Sir or Madam should see Boyd and Edinger "waiting." With immense metal waiters loaded with good things, including the aerated oysters hot off Galena's bat, poised on two fingers and a big thumb, they exceeding the speed limit every inch of the way. One has to hold his breath, but there was no "wreck."

John McDonnell was master of ceremonies and conducted the progressive euchre game. Handsome prizes were given and were won by Engineers J. S. McCoy and Harvey Bushey. Assistant Trainmaster J. F. Miller was toastmaster and proposed a beautiful toast, complimentary to the men and the Railroad we work for. The drink of the occasion was an oyster cocktail, another of the Galena 57 varieties.

After the "Main Bout," Mr. Miller and Mr. A. C. McCoy gave an exhibition of 17 different ways to play 500 (without winning a game).

On Friday preceding New Year's Day, members of the American Legion, led by J. F. Boyd, gave a dance at Foxburg. The orchestra of four members at Kane was engaged. Upon inquiry as to how they had determined to come to Foxburg, Mr. Boyd was given the name of a competitive line. Mr. Boyd, being a loyal employe of the Baltimore and Ohio, told them that it was a Baltimore and Ohio dance and if they could not travel on this Railroad he would get a band that would. Four round-trip tickets, Kane to Foxburg, to help out the cause!

Brakeman C. P. McCullough found a car in Kane yard, that had just been set in by P. R. R. with a badly broken flange. Keeping his eyes open undoubtedly saved trouble in this case.

Glenwood Round House

Correspondent,

MARY A. BREEN, *Stenographer to Master Mechanic*

F. J. Yost, W. J. Ward and J. L. Porter have been appointed to positions of assistant roundhouse foremen, Glenwood. We wish all of them success in their new positions.

Introducing Count A. E. Westoniski. At any rate, that's what he looks like since starting to raise that lip tickler. Come out from behind the bushes, A. E., we know you.

Two young ladies are seriously considering the fatal question—no, not that one—the one I mean is the question of bobbing their hair, but before proceeding with the action, they would like to have the opinions of the boys.

Margaret Cunningham, Glenwood yard office, was recently presented with a beautiful wrist watch. I suppose she must have been thinking of "Bill", for she kept winding away until "bang" went the spring. A new one, originally intended for a Mikado engine, was supplied, inserted and time is rolling merrily along.

General Foreman Meinert, Allegheny shops, has been in the Passavant Hospital suffering from pneumonia, but we are glad to say that at this writing he is improving splendidly. We miss Henry and hope that he will be with us soon again.

The little town of Foxburg recently held its centennial and among the honor guests were David Flynn and M. H. Whalen. We are glad to hear of the unusual honor that was bestowed on Whalen, that of carrying the banner. (See Flynn for details.)

With the abolishing of Tenth Street as an engine terminal, it will be up to the Glenwood men to show some highball work, but as everyone fully understands the necessity for making every possible saving, we believe that they are very much alive to the situation and will keep things moving "ON TIME."

Monongah Division

Correspondents,

C. B. BAKER, *Grafton, W. Va.*

VERNON A. LYON, *Assistant Ticket Agent, Clarksburg, W. Va.*

Although the final figures for the year 1921 have not yet been received, we have



HANSOME MILLER
DISTRICT STOREKEEPER
CLEAN FROM GRAFTON, W.VA.

every reason to believe that the Monongah Division will stand well at the head of the Safety Roll. For the first ten months of the year we ranked first, having made a reduction of 54 per cent. in employees killed or injured as compared with the same period of 1920.

On behalf of the entire Division we wish to express our sympathy to the bereaved family of Section Foreman Carter, whose death occurred on January 8. Thomas L. Carter was born on February 16, 1870, and entered the service of the Baltimore and Ohio as trackman in June, 1900. He was promoted to the position of foreman on May

1, 1901, and retained that position until his death. Foreman Carter was not only known among employees of all departments for his unfailing geniality and good humor, but held, in the Maintenance of Way Department, the reputation of being one of the best foremen on the entire Division.

For the year 1921 the Monongah Division held third place in Fuel Conservation in freight and passenger service. We expect to head the list in 1922. Spread it thin, you Hogs!

Charleston Division

Correspondent, M. W. JONES,
Secretary to Superintendent

LOYALTY

If you work for a man, in Heaven's name work for him. If he pays you wages that supply your bread and butter, speak well of him and stand by the Institution he represents. If put to a pinch, an ounce of Loyalty is worth a pound of cleverness. If you MUST vilify, condemn and eternally disparage, why—resign your position, and when you are outside, damn to your heart's content. BUT as long as you are a part of the institution do not condemn it. If you do, you are loosening the tendrils that hold you to the institution, and with the first high wind that comes along, you will be uprooted and blown away, and probably you will never know why.

Elbert Hubbard.

Passenger Conductor J. R. Cox is spending a vacation in Morton, Washington. From letters received, we understand he is hunting big game, and that he is having a good trip. Cox tells us that game is more plentiful in Washington than it is on the Pickens Line.

Engineer M. E. Morrison recently lost his wife. We extend our sincere sympathy to him in his bereavement.

Master Mechanic Burkley was called to Wheeling on account of the death of his grandmother. We extend our sympathy to him.

Mrs. W. E. Severns recently entertained a few friends in honor, so the Weston paper says, of her husband's 37th birthday. We would like to ask "Bill" how much he slipped the reporter to cut off the extra ten years.

Mr. and Mrs. W. H. Schide, of "Lilly Brooke Hall" fame, spent New Year's Day in Baltimore. W. H. S. has been very busy every day since, telling us of the wonderful sights he saw in the Big City. We would like to ask him to tell you the story of the ushers, but we don't believe he will.

A few New Year's resolutions were made on the Charleston Division. We quote some which are of particular interest:

Mr. Staples—To quit smoking. (He kept this from 1 a. m. when he went to bed until 8 a. m. when he got up, on January 1, 1922.)

A young Lady—Never to make dates with a Tennessee soldier again.

Mr. Schide—To walk home daily (when the cars are not running).

Mr. Pickens—Not to chew more than 18 stogies a day.

Mr. Dixon—To live up to the old motto, "Tis the voice with the smile that wins."

Miss Hayden—Not to get mad in 1922.

Miss Justice—To keep out of the "Hall."

Miss Juanita—To become an efficient train dispatcher.

Mr. Severns—Not to have a grouch for the entire year.

Mr. McOsker—To become acclimated to Weston, forgetting Seymour.

A certain friend of ours—To answer letters on the same day he gets them(?).

Mr. Kelly—To be 100 per cent. ALL THE TIME.

Mr. Nichols—To stay away from Clarksburg. If not possible to do so, to MOVE Clarksburg to Weston.

Mr. Kearfott—Resolved, Weston is better than Baltimore, why go further afield than Weston Shop?

Miss Hickman—To always find out the RATE PER DAY before engaging a room for a week at Atlantic City.

Brakeman S. N. Fury—To play SAFETY FIRST ALWAYS, in other words to keep away from the hospital, "so that regardless of the influence I know I have there—they may not have an opportunity to keep me inside."

"Peg"—That I am tired of keeping house for myself and Irene. Before January 1, 1923, I will be keeping it for "someone" else.

"Trix"—That I won't go to the farm on a rainy day this year.

Mr. Millbourne—That I will be true to Huntington.

Fleda—That I won't blame Mr. ——— when I can't find a file in future. I'll admit that I don't know where it is.

And about 100 more, but we can't quote them for lack of space, but we will add one more for the entire Division:

"That we will be loyal, efficient, courteous and SAFE Always."

News reports from Charleston office indicate that Robert Wintz has returned from a vacation in Columbus; that Okay B. Jacks is seriously contemplating matrimony, altho' the name of his "partner in crime" is not mentioned. Furthermore, additional space is about to be asked for because,

Lo, we cast our eyes about, Behold what do they meet?

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Every nook is crowded out, by Herbert Hicks' feet.

(Note: Why not put 'em in the MAGAZINE? We can find space for 'most any body.)

Miss Evelyn Kohlbeker entertained the members of the force at a dance in her home at Kanawha City (but she didn't ask us). Mrs. Ola Farley and Mrs. H. P. Hicks also entertained the office force, but they also failed to remember that Weston was on the Charleston Division.

The congratulations of every one are extended to Miss Pearl Rawson, who was recently married to Mr. Harry Stom of McKeesport, Pa.

"It is our desire that people living along the lines, should feel that the Baltimore and Ohio is a GOOD NEIGHBOR and that if they are visited by fire, flood or epidemic they should instinctively call upon us for assistance because of our potential strength and WILLINGNESS to help them." President Willard.

Business conditions have not improved during the past month, although there seems to be a slight increase in the coal movement since January 1. The feeling all over, however, is one of optimism, and it behooves every one of us to assist in getting all the business we can, in moving it efficiently, and in helping in every way in our power to eliminate waste. Every dollar saved in the efficient use of labor and material means that much more for constructive work, or to keep some fellow who needs it badly in a job. THINK ABOUT IT, and remember there is one way we can all help, and that's by GOOD HOUSEKEEPING. Pick up good material, it can be used. Don't overload tanks with coal. That's waste. We can use slag and cinders for ballast, we don't need coal for that purpose.

A copy of President Willard's annual message was received here late on December 31, 1921, and distributed all over the Division the same evening. The key note of his message, as we read it, is—

"I gladly make acknowledgement of my appreciation of your effective and helpful response to my request, and I venture once more to invite your support and co-operation during the coming year."

We recommend your consideration of this paragraph, and answering for the Charleston Division, we know his request will be fulfilled. Appreciation means a whole lot, doesn't it?

We take pleasure in introducing to you the three little daughters of Second Trick Operator B. C. Taylor, Buckhannon. They are: Leatha, Dana and Hazel. Mr. Taylor entered the service of the Baltimore and Ohio in 1904 as a laborer, and in 1906 became an operator working through various positions to the responsible place he now holds at one of the heaviest ticket agencies of the Charleston Division.

Engineer W. P. Paxton, whose photo we show on this page, entered the service in 1905 as fireman, and was promoted to engineer in 1907. More than once "Bill's" name has appeared with a "red" entry opposite it, and it is fair to say that he is today one of our most popular engineers on the Elk Line.

We also take pleasure in introducing to your notice Carl Griggs, Division Accountant's Office, and his sister, Miss Hazel Griggs, who is stenographer to Freight Agent Fisher at Weston.

One of the heaviest stations, from a freight shipping standpoint, on the Charleston Division, is Richwood, W. Va. Here are located the Cherry River Boom and Lumber Company, the Cherry River Paper

Company, the Mosser Tannery and many other industries. It is the end of the Gauley Line, and is in the heart of the lumber country. Our shipments at present from this station average 15 to 20 cars per day outbound. We are ready now to handle the old record of 32 carloads per day, "Baltimore and Ohio Long haul" on every car. N. Rexroad is agent in charge of the Baltimore and Ohio interests, assisted by an able staff which we mentioned in our notes a short time ago. We hope with returning "Normalcy" that Mr. H. Moore, of the Lumber Company, will return to the Charleston Division "on the tide of prosperity."

We are pleased to quote a short letter which has just come to our notice, addressed to our agent at Charleston, from a large firm located in that town, and which refers to our able chief demurrage clerk.

"Yesterday it was necessary for me to use a great deal of the valuable time of your Mr. S. M. Bailey, in connection with some twelve cars of pipe which this company has had for some time in the Railroad yards; and I here wish to express my appreciation of the courteous treatment I received at his hands. Although he was interrupted any number of times, he always cheerfully gave the information wanted, and quickly, efficiently and courteously waited upon me. As a stranger imposing upon his time, I could not but remark how efficiently he met the exactions of his position. Yours appreciatively, etc."

We are very glad to print this tribute to Mr. Bailey, and we hope our friends on the Division will draw our attention to any such which come to their notice. No doubt there are many of them.

We received a letter the other day, anonymous, enclosing some money, to cover rides taken on the Baltimore and Ohio at some place and at some time not mentioned. Evidently someone's conscience bothered him and if Diogenes is still on his hunt, and will communicate with us, we will direct him where to find his honest man, or at least to the part of the state, because we don't know the donor's name or address exactly.

No Better Way to Avoid Waste than by Saving Claims

In a recent letter the general claim agent says that there is no decrease in the number of shipments damaged by being loaded in defective equipment, with leaky doors, sides and roofs, holes or nails in floor, sides, etc. This is something we can all help to avoid, and we ask the co-operation of every one to assist in eliminating claims from this cause.

A Safe Man Is an Efficient Man

Safety work continues uninterrupted on the Charleston Division. A meeting will be held this month, and we hope all who can do so will be present. Don't forget the blue flag when you go under the cars, or between them to make repairs. If you see a man failing properly to protect himself, do it for him, and then call him down hard. If he won't take care of his own life and limb, he won't take care of yours.

Particular attention of our readers is called this month to the Charleston Division honor roll. It is well worth reading more than once, and shows the real Baltimore and Ohio spirit. Frankly it gives your correspondent more satisfaction to write up a big honor roll each month than it does to write all kinds of other notes, because there we find developed the real spirit of loyalty, efficiency and human kindness.

And finally—don't put your feet on the desk until the work is done. Be minutes early on the job, rather than seconds late. Don't watch the clock, the boss is watching you.

Wheeling Division

Benwood Shop

Correspondent, ANGELA JUNE APPLGATE

The accompanying picture is of George Harry, four months old son of Machinist and Mrs. H. D. Hirsch. Baby George's winsome ways have won him many friends.

Mr. and Mrs. Walter Martin are the proud parents of a baby boy, born on December 31. The young man has been named Oliver Alexander.

We are glad to have J. W. "Socks" Stocking back at his desk again after a brief leave of absence because of his health.



1—Leatha, Dana and Hazel Taylor. 2—Engineer W. P. Paxton. 3—Carl Griggs, Division Accountant's Office and his sister Hazel, stenographer to Freight Agent. 4—Brakeman "Si" Perkins

George Harry Hirsch

FRUIT & CANDY PEDDLER
WHEELING DIVISION

John Cusack, road foreman's clerk, who recently underwent an operation for appendicitis at the Glendale Hospital, is back on the job. When some of John's many friends visited him, they found him sitting up in bed singing, "I don't want to get well." This was fully explained when his nurse came in to take his temperature.

Brakeman J. L. Hughes and Miss Sybil McDermott were quietly married on December 28. Congratulations!

Western Lines Cincinnati Terminals

Correspondent, JOSEPH BEEL, *Chief Clerk to Superintendent of Terminals*

Christmas of 1921 left pleasant memories in the hearts of the Superintendent's staff and employes of the Cincinnati Terminals.

Consistent with the time of good cheer, the staff, including R. B. Fitzpatrick, C. J. Cleary, W. T. Darling, and W. P. Abbott; and office force, Joseph Beel, Frank Nock, Robert Jennings, E. J. Schmalz, C. W. Bliss, W. J. Maloney, Misses Kathryn Weber, Helene Herron, Bertha Goetz, Sue Elmore and Clara Schulte, with Chief Clerk C. E. Pierret, as the honored guest, enjoyed a sumptuous dinner given by Superintendent J. H. Myers in the Welfare Room, Fifth and Baymiller Streets. The young ladies assisted.

As an appropriate conclusion to the dinner, Edward J. Schmalz flashed into the limelight as an after-dinner speaker, closing the festivities with the presentation of a box of cigars to Division Engineer Abbott.

Our esteemed electrical department foreman, A. R. Buchner, recently took an inspection trip to Jenkins, Ky., on the Sandy Valley, with G. E. Hauss, district electrical supervisor. One day he saw something from the car window and exclaimed, "My what a big rabbit!" but he felt satisfied when told that the "big rabbit" was only a mountain donkey.

Newark Division

Correspondent,

B. A. OATMAN, *Office of Master Mechanic,*
Newark, Ohio

Another deplorable accident occurred on the afternoon of January 12, causing the death of Acting Yard Master E. E. Guitner, Columbus, Ohio Yard. Mr. Guitner was fifty-six years of age at the time of his death and had been in the employ of the Baltimore and Ohio for the past twenty years. During that time he had won the friendship of a large circle of railroad employes in Columbus terminal, and was well known and respected by a large number of our employes on other parts of the system. He was run down while walking between rails, with his back to the approaching engine,



Bobbie and Grandfather Wolford

which he did not observe until too late to leap to safety, although some of his fellow employes endeavored to warn him of his danger.

The news of his death was a great shock to his many friends, who grieve with his family in their loss, and to whom we extend sincere sympathy. Mr. Guitner is survived by his wife and ten children.

On December 21, Engineer "Jim" Dennison, popular employe of 38 years service on the Baltimore and Ohio, resigned his position.

Mr. Dennison was born near Connellsville, Pa., on May 2, 1852. During his long service, from sectionman to engineer, he has seen many changes and improvements. He has run engines of every conceivable make and design, from those hauled over the Winchester pike during the war to the latest monsters of modern times.

He has been a member of the Brotherhood of Locomotive Engineers since June, 1876, and has been honored with many positions of trust and responsibility by them. As a partial recognition for his services he was recently presented with a gold watch, chain and charm and a wallet of money and sent to the Grand Convention at Atlanta, Georgia.

Mr. Dennison's long life on the rail has been remarkably devoid of accidents; his most serious injury was received in 1875 when his engine was derailed at Indian Creek and his right leg broken.

In the annual charity Newsie's list we find the name of our genial General Yard Master C. C. Grimm, who is noted for his ability for hustling. Your correspondent has learned that Mr. Grimm sold, during the campaign closing Saturday, December 17, 1921, over 300 buttons on which was inscribed, "Newark Charity Newsies—100 per cent. Charity." The buttons were sold at one dollar each, the proceeds to go to a charity fund created by the sale of newspapers by influential business men of the city. If the other newsies can produce as Mr. Grimm has, alright, but we know that they will have to use speed oil to come anyway near keeping up with Pacemaker Grimm. "Newsie" Grimm was assigned the Baltimore and Ohio territory, the shops, yards and offices. His earnest solicitation plus the generosity on the part of the Baltimore and Ohio employes has resulted in a tidy sum being raised for charitable purposes in Newark.

Mr. and Mrs. J. H. Fuller are spending the winter at Port Richey, Florida. Mr. Fuller was assistant foundry foreman until forces were furloughed, and having been in the service continuously for many years without any break, thought this would be a good chance to go South for the winter.

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Vose

P. H. Graff, foundry foreman, Newark, Ohio, shops, has just returned from a trip East. During his stay he consulted with the Motive Power Department officials at Baltimore in regard to local conditions.

Effective December 8, General Car Foreman J. P. Quinn, Newark Division, was made superintendent of shops at Zanesville, Ohio, vice J. L. McCann, who has been transferred to Eastern Lines and stationed at Pittsburgh.

Mr. Quinn has been in charge of the Car Department, Newark Division, since May 1, 1913, coming to Newark after the flood of March and April, 1913, at Zanesville, and has made a host of friends on the Newark Division as well as on the Western Lines. We regret very much to have such a good fellow taken away from us, but every one on the Newark Division extends to "Jack" his best wishes for continued success in his new position.

Effective December 8, Frank Richardson was made general car foreman, vice J. P. Quinn. Mr. Richardson was at one time car foreman, Newark, but was selected by Mr. Tatum to do special work in Car Department for the System. He has filled this position until the furlough of employes in all departments was necessary, when Mr. Richardson was made assistant car foreman at Newark. We wish Frank success and feel that he will find all of his old Newark friends ready to give him the same support that they gave to Mr. Quinn.

The accompanying picture is of Passenger Brakeman John C. Wolford and his little grandson, Robert. Mr. Wolford, who is better known as "Cracker" to his railroad friends, is one of the best and hardest working brakemen on the Newark Division. It was only last year that he had over 100 applications for new members in the Baltimore and Ohio Veterans' Association. During his spare time at home he drives around in his big Saxon Six, enjoying life. He says he feels as young as his grandson, "Bobbie."

The fifth annual banquet given by the Railway Clerks at Newark, Ohio, was held at the Warden Hotel on Thursday evening January 5. Both Baltimore and Ohio and Pennsylvania clerical forces participated.

E. L. Hannon, car foreman, Sandusky, Ohio, took advantage of the shut down of the car shop and took his annual vacation, spending his time among friends in his old home town, Zanesville, Ohio.

W. T. Davis, assistant car foreman, Newark, Ohio, is back in the job after spending two weeks, his annual vacation, among friends in the East.

In line with Safety First, an electric light with good reflector, has been installed at the east end of the general yardmaster's office, Newark, Ohio. The light is located at the comb of the roof and throws a bright light down toward the ready tracks just west of the Roundhouse. The light is greatly appreciated by all who have to work in this section of the yards at night.

Assistant Foundry Foreman J. H. Fuller, Newark, Ohio, who with his wife has been spending the winter at a Florida resort, writes that he has fallen in love with the southern winter, but if he receives word that the Newark Foundry is to open again he will take the first train back and spend the balance of the winter at Newark. Mr. Fuller remembered many of his old friends at Christmas time by mailing them a nice box of oranges.

Car Department

Newark Division Car Department employees had a little surprise party for their former general car foreman, John P. Quinn, before he left for Zanesville.

On December 23 it was arranged to have Mr. Quinn meet Master Mechanic F. E. Cooper in his office at eight o'clock on important business. The important business, of course, was a ruse to cover up the real object.

Master Mechanic Cooper had some job to hold the attention of Mr. Quinn for about one hour, at which time there appeared at the doorway of the office, Master Car Builder C. M. Hitch. With very appropriate words, Mr. Hitch presented Mr. Quinn with a beautiful, engraved Howard Watch, with chain and knife in gold. After this was presented Mr. Hitch handed Mr. Quinn a beautiful walrus hand bag equipped with a complete traveler's kit. These gifts represented the esteem in which Mr. Quinn had been held by his forces while filling the position of general car foreman, Newark Division. Mr. Quinn, with very fitting remarks, accepted the gifts, and stated that he would always have a friendly feeling for the Newark Division employees who have stood by him in the past eight years.

Columbus, Ohio, Freight Station

The freight house men presented to Miss Katheryn Funke, transfer clerk, a box of candy with the following note attached:

Dear Katie—As a token of the friendship, admiration, respect and good will in which you are held by the platform men, we beg leave to present this offering as coming from our hearts. You are now, as heretofore, the only girl for us.

(Signed) "The Platform Bunch."

Mrs. Jessie Fralinger, car record clerk at Columbus, Ohio, Terminal, was, three years ago, happily married and had a kind husband and two little children. In the flu epidemic, the husband died, leaving her to her own resources. Over two years ago she became connected with the Baltimore and

Ohio family at Columbus, as car record clerk, which position she held until she was relieved through a reduction in force last fall. Lately she has been doing extra work and was stricken with a severe attack of gall stones while on duty on December 8. She was taken to the Mt. Carmel Hospital at once and was operated on, her case being one of the worst of its kind ever operated on at that hospital. With the approach of Christmas, some one suggested that the Baltimore and Ohio Family make her Christmas a happy one. As a result she was presented with a check for one hundred and fifty dollars on Christmas Eve, as a gift of her fellow employes in every department of the Baltimore and Ohio at Columbus. These included the Freight Office, Freight House, Mechanical Department, Yard forces, Sectionmen, Trainmaster's Office, Dispatcher's, Operator's and District Traffic Offices.

This gift will relieve her of the worry about how her expenses are going to be met, and, we trust, will make her recovery more speedy and more cheerful. What had the appearance of being Jessie's gloomiest Christmas, has turned out to be one of her happiest, her only regret being that she cannot, at the present time, personally thank each and every one.

We are glad to report at this writing she is out of the hospital and greatly improved.

The Baltimore and Ohio Bowling Team now stands in third place. We will all have to get out and cheer the boys along.

The girls of the Freight House held their annual Christmas luncheon on December 22 in the office and exchanged presents.

We extend our sympathy to Special Agent C. L. Johnson at Columbus, Ohio, in the loss of his mother at Quaker City, Ohio.

Cleveland Division

Correspondents

A. F. BECKER, *Secretary to Superintendent*, Cleveland, Ohio
E. L. MILLER, *Chief Clerk to Division Freight Agent*, Akron, Ohio
H. B. SMITH, *Supervising Agent*, Cleveland, Ohio
W. E. BRUGH, *Clerk to Trainmaster*, Massillon, Ohio

The proudest man in the Division Accountant's Office these days is Timekeeper C. W. Lindrose, who became "Daddy" of a 9 pound boy on December 19. However, his duties as timekeeper, with the Baltimore and Ohio do not compare with keeping time for his son. Congratulations, "Lindy!"

Cupid has been making his rounds on the Cleveland Division. The latest victim is Agent C. A. Hoover, Erhart, Ohio. Of course, if it were not for the large population of Erhart, our agent would have probably been caught in his net before this.

There are other promising arrangements Cupid is making, as we notice Miss T. B. Heller, pass clerk, Superintendent's Office, Cleveland, has now displayed a beautiful diamond ring. Won't you tell us, "Tess" when it's coming off?

There is always a chance to speak a good word for the Baltimore and Ohio Railroad. This has been demonstrated by Chief Dispatcher G. W. Jackson who was shopping at one of the big department stores when he overheard a remark about the poor service rendered by a certain railroad on shipments made from Chicago to Cleveland. Mr. Jackson immediately spoke up and asked the party if he had ever tried the Baltimore

and Ohio service from that point. He replied to this, "What can you do from Chicago?" Mr. Jackson, being familiar with the movement of cars, told him of our service. He also gave this tip to our division agent, and we now learn that, through this little conversation, we are now receiving some of this business. This is not the only case where business has been secured through Mr. Jackson, for on another occasion he discovered several cars of pig iron being delivered to our line at Sterling and by careful investigation on his part, found that shipments were being made from Youngstown, a point on our line, routed via another railroad to Sterling and the Baltimore and Ohio to Dover. This information was also given to our Traffic Department and has been the means of having the shipments routed all the way from Youngstown via the Baltimore and Ohio Railroad.

The Cleveland Terminals Baltimore and Ohio Basketball Team opened its season on Thursday night, January 12, by easily defeating the Cleveland—Pennsylvania Railroad team, 30 to 15, on the Addison High School floor.

The Baltimore and Ohio team displayed speed and good team work and held the Pennsylvania team to one field goal and two fouls in the last half.

Kimes, captain and left forward, led in the scoring.

Below is box score of the game:

Baltimore and Ohio—30		Pennsylvania R. R.—15	
G. F. T.		G. F. T.	
Kimes, l. f. . . .	8 1 17	Elliott, r. f. . .	3 1 7
McDonald, r. f. .	0 1 1	Mickey, l. f. . .	0 1 1
Groninger, c. . .	5 0 10	Highfield, c. . .	1 0 2
Breha, r. g. . . .	0 0 0	Whitech, r. g. . .	0 0 0
Houston, l. g. . .	1 0 2	Bishop, l. g. . .	0 3 3
Spoerry, l. g. . .	0 0 0	Collier, r. f. . .	0 0 0
		Samul, c.	1 0 2
		Powers, r. g. . .	0 0 0
		Brunner, l. g. . .	0 0 0

Total 14 2 30 Total 5 5 15

The Baltimore and Ohio Welfare Association of Cleveland gave a New Years' dance in the Chamber of Commerce rooms, Cleveland, Ohio, on December 31.

Dancing was engaged in from eight o'clock until one. Refreshments of ice cream and cake were served at intervals.

Because of the numerous events, parties, dances, etc., staged in Cleveland on this night, the crowd was not as large as usual. However, those present enjoyed a pleasant evening.

Chicago Terminal

Correspondents

THOMAS H. WILLIAMS, F. S. DE VENY

Miss Carrie Latshaw has returned from an extended visit to California.

Did you ever take a young lady to buy a bracelet, and after going into three or four jewelry stores, find she was still wearing the one she tried on in the first store, and you had not paid for it? Embarrassing moments!! A young lady stopping to look at parasols during Christmas shopping, found just before she left the store that she had been carrying around one of the parasols at which she had been looking. Of course, she returned it. These things have happened to some of our Lincoln St. belles. Wonder what was on their minds. In one case inquiry discloses that a certain young man departed for the Southland on business that will detain him for quite an extended period.

Foreman Jacob Chuey, Pullman Co., who has been assigned on Pullman work on the C. T. for several years, was retired on pension on January 1. He has been succeeded by Joseph Kimmell, formerly Pullman agent for our service out of Chicago.

On December 16, William C. Hesslau, claim agent, came into the Grand Central Station with a broad smile, and his vest pockets bulging out with good cigars—15 centers at that. Upon being questioned what the big idea was, "Bill" said "Wm. C. Hesslau, Jr., weight 8 pounds, arrived in town last night."

When it comes to star bowlers, "Handsome Charlie," Auditor's Office, is the top notcher of the "Oil Rollers." Although he finds it a little difficult in handling the ball, he sure gets the pins.

Standing of our Bowling League, Week Ending December 29.

	W.	L.	Per Cent.	Average
Maintenance of Way	33	12	733	772-29
Accounting.....	28	17	622	772-20
Supervisors.....	23	22	511	766-30
Car Accountants...	21	24	467	728-39
Transportation.....	21	24	467	727-20
Shop.....	20	25	444	718-
Engineering.....	18	27	400	735-35
Stores.....	16	29	356	694-26

High average 3 games one night, Supervisors, 876-2-3.

Second High Average 3 games one night, Accounting, 855-2-3.

Individual Standing.

	Team	Games	Average
1. W. Henning...	Trans....	39	185-10
2. B. Richtstiegl...	M. of W..	42	172-40
3. H. Levy.....	Acctg....	45	171-31
4. G. Flemming...	Stores....	38	167-1
5. C. LaFlare....	Supr....	44	161-32
6. H. Siems.....	Supr....	45	160-34
7. H. Hines.....	Engrs....	45	160-7
8. L. Pittro....	M. of W...	37	160
9. E. Busch.....	Acctg....	41	159-39
10. W. Kennedy...	Supr....	43	159-10
11. W. Schulz....	Engrs....	44	157-29
12. Whitmer....	Car Acct.	39	157-7
13. W. Hogan....	M. of W..	45	156-39
14. F. Rosenburg...	Supr....	21	155-13
15. W. Chandler...	Shop....	28	155-19

High Average, 3 games 1 night, H. Siems, 200-2-3.

High Game, W. T. Kennedy, 250.

Our bowling league has a five man team open to challengers from the System. Pittsburgh shops, please notice!



"Bobbie" Joe Frank enfield, 28 months old son of Carl Frankenfield, billing clerk, Fostoria, O.

A short time ago the American Railway Association sent out a circular letter soliciting suggestions for a brief and concise slogan which will be appropriate from one end of the country to the other in connection with the campaign on "Prevention of Grade Crossing Accidents." Trainmaster R. A. Barlow has submitted the following:

"'Tis far better to stop and look for trains,

Than have your friends come to view your remains."

There is no question so tangible or vital that it cannot be successfully solved by the application of common sense. The use of common sense is the beginning of wisdom and when common sense is overridden by undue agitation it leads to quick conclusions that close the mind to reason. Without reason we cannot be reasonable and if we cannot be reasonable we cannot be fair to ourselves or to others.

Peace and plenty rest upon the great pillar of COMMON SENSE and this pillar is set with the solid cement foundation of harmony and unified effort—not in the quicksand of dissension and unrest.

Chicago Division

F. N. SCHULTZ, Division Operator, Garrett, Ind.

DIVISIONAL SAFETY COMMITTEE

PERMANENT MEMBERS

S. U. HOOPER.... Chairman, Superintendent, Garrett
T. J. ROGERS.... Vice-Chairman, Trainmaster, Garrett
GERTRUDE MANION..... Sec'y to Supt., Garrett
J. E. FISHER..... Trainmaster, Garrett
F. D. BATCHELLOR..... Division Engineer, Garrett
F. N. SCHULTZ..... Division Operator, Garrett
E. J. MCSWEENEY..... Master Mechanic, Garrett
D. HARTLO..... Road Foreman Engines, Garrett
W. E. FRAZIER..... Road Foreman Engines, Garrett
DR. W. A. FUNK..... Medical Examiner, Garrett
W. J. HANWAY..... Captain Police, Willard
J. L. ALLEN..... Division Claim Agent, Garrett
J. L. LEWELLYN..... Master Carpenter, Garrett
P. H. CARROLL..... Signal Supervisor, Garrett
ROBERT O'FERRALL..... Electrical Foreman, Willard
W. H. DEAN..... Division Storekeeper, Garrett
W. J. MULVIHILL..... Supervising Agent, Garrett
C. L. WOODCOX..... General Yardmaster, Garrett

ROTATING MEMBERS

A. C. PELL..... Conductor, Garrett
A. L. FARNER..... Engineer, Garrett
C. P. OMOHUNDRE..... Fireman, Garrett
H. M. DAUBER..... Brakeman, Garrett
CHAS. CORE..... Track Supervisor, Wellsboro

South Chicago

Correspondent, ESTHER J. SPREENBERG

Recently Mr. Altheer received a fine letter from our S. A. Allen at Chicago, relative to courtesy and intelligent attention extended by our South Chicago utility clerk, Leslie Dwyer, to General Traffic Manager Blair of Wilson & Co. Mr. Blair personally called Mr. Allen to express his thanks and appreciation of Mr. Dwyer's attention, and also wrote Mr. Allen in detail.

Mr. Allen's letter is too long to quote, but this will give you an idea of what it means to our shippers to receive prompt and courteous attention.

Under the "Think and Act Drive," our chief reconsigning clerk, William Rosenthal, deserves special mention. In the handling of three cars he saved the Baltimore and Ohio a matter of \$70.61 by prevailing upon the consignees to take certain deliveries, which, had they not done so, would have resulted in an expense, as above mentioned.

The grain movement at South Chicago is very heavy at present and with the hearty co-operation of all concerned, we have been successful in protecting these heavy grain orders and securing a large

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bulk of the business. In order to secure this business, we must have grain cars. It is, therefore, hoped that we will continue to have this co-operation and good grain cars sent to South Chicago for the protection of these orders.

Do you ever think of saying "Please" or "Thank You?" Try it some time; it helps!

St. Louis Division

Correspondents

H. S. ADAMS, Formerly Chief Clerk to Superintendent, Indiana Division

O. P. STANFORD, Secretary to Division Freight Agent, Flora, Ill.

FRANCES PIGLOSKI, General Freight Office, St. Louis, Mo.

Flora, Ill.

With a view to effecting more economy in the operation of the Southwestern lines of the Baltimore and Ohio Railroad, the Company on January 1 consolidated the Indiana and Illinois Divisions into the "St. Louis Division," with headquarters at Washington, Ind., (Shops).

The consolidated division is approximately 640 miles, covering the main line and branches between the cities of Cincinnati and St. Louis, composed of 400 miles of the original Illinois Division, with the Springfield and Shawneetown, Ill., branches, and 240 miles of the Indiana Division, including the Louisville, Ky., branch.

The members of the B. R. T. Lodge No. 320 at Flora are to be commended on the charity drive which they successfully handled during December. Fifty-one families were helped, food, clothing and coal being distributed among the needy ones. The response for help was cheerfully answered by the citizens of Flora. It took several wagons to haul the articles given and the cash donations were surprisingly large.

After meeting with such success and seeing the good done, the boys decided to make it a permanent organization and keep the good work up.

Extra Engineer Paul Naney is the happiest extra "pig head" on the division. The stork made its appearance and left a fine, new fireman. This makes two boys for Paul. Now the president's overcoat would not make him a thumb stall.

Lawrence Steen, our jolly storekeeper, had the misfortune to mash his foot recently by allowing a car spring to fall on it. Lawrence says the spring was much harder than his foot, in consequence of which he was laid up for a few days. "Bob" Herrin acted as storekeeper in his place.

Division Freight Agent H. G. Settle continues to have jurisdiction over the old Indiana Division territory, with headquarters at Shops, Ind.; Division Freight Agent Lindsay continues to have jurisdiction over the old Illinois Division territory, with headquarters at Flora, Ill.

Office of General Freight Agent, St. Louis

On January 9, L. E. Cornelius, former clerk, General Freight Agent's office, was instrumental in saving the life of a caddy who went out on thin ice in search of a golf ball.

The ball was lodged on the ice 50 feet from the bank of a lagoon near the eighth hole. Golfers warned the boy not to go after it, but after work, at 5.00 p. m., young Foley decided to try for the ball. He had just reached it when the ice gave way. His cries attracted L. E. Cornelius, who is now president of the Cornelius Lumber Company, Arcade Building; G. Howard Willett, 5696 Kingsbury Boulevard, and Clarence H. Tevis, 4946 Buckingham Court. Tevis ran for a rope.

Cornelius, as the only swimmer of the three, with the rope around his waist, cautiously made his way toward the boy, but he, too, broke through a short distance out.

He smashed the ice with his fists, breaking a path to the sinking youth, but the boy was beneath the surface when Cornelius reached the spot, half treading water and half clinging to the jagged edges of the ice.

Cornelius dived, but without success. He plunged below again. This time he seized the boy's jacket. Rescuer and rescued were hauled to the shore. The caddy was revived 15 minutes later.

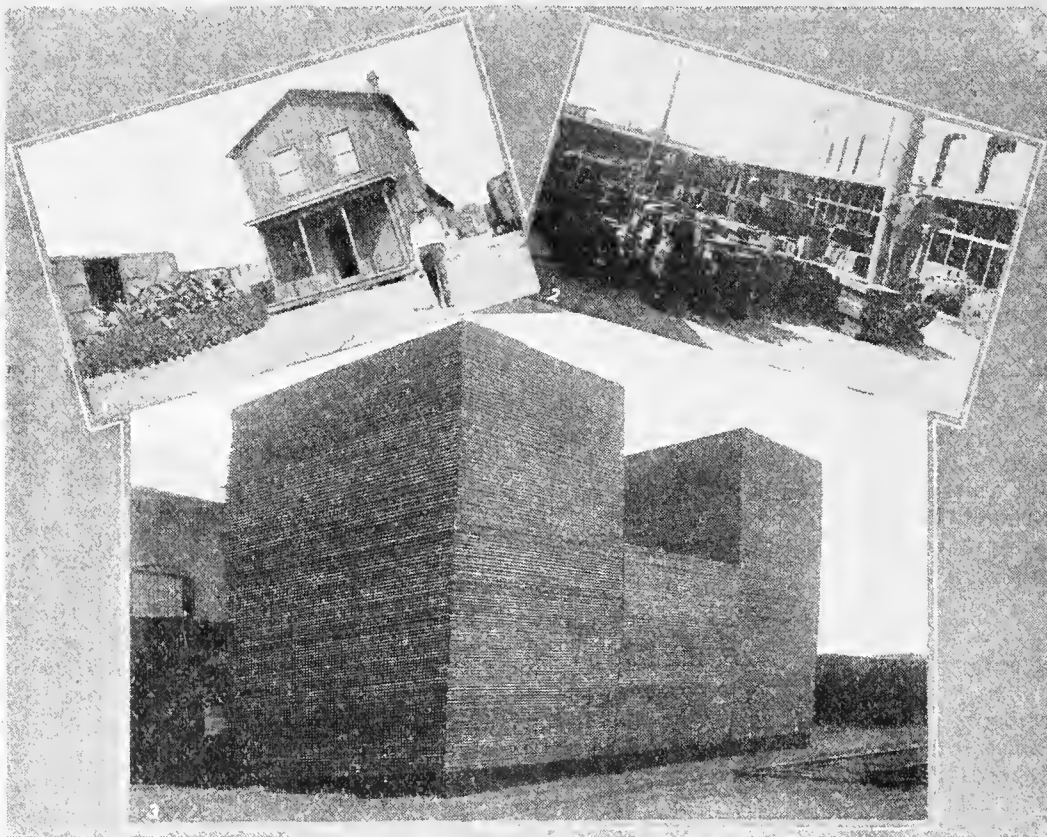
Ohio Division

Correspondent, A. E. ERICH

The late Edward Boas

Mr. Boas, besides being the father-in-law of O. E. Sorgius, chief clerk to division accountant at Chillicothe, was well known on the Baltimore and Ohio. He entered the service as laborer on April 10, 1887, at Vincennes; was later promoted to inspector, helper, machinist, gang foreman, general foreman and master mechanic, respectively on different divisions of the Baltimore and Ohio and C. H. & D. He had been superintendent of motive power of the C. I. & W. until some time before his death, having been with the latter road when the C. H. & D. became part of the Baltimore and Ohio System. His host of friends extend their sympathy to his widow and two daughters.

The orderly conditions shown in the photographs of the Stores Department, Chillicothe, prove that Storekeeper Reynolds and Assistant Storekeeper Baum are on the job. Credit is also given to H. H. Brown, who is foreman of this department. The three pictures in the group



See what the notes say about the orderliness of the Stores Department at Chillicothe

show the orderly way in which lumber is piled, the cleanness and methodical appearance of the casting platform, and the well kept and attractive exterior of the M. of W. storeroom, with Assistant Storekeeper Baum.

Miss Clara "Ted" Moore, Storekeepers' Office, is proudly sporting a beautiful solitaire on a well known finger. Questions as to why, when, etc., are not in order at this time. One solitaire a year seems to be the record of the Storekeepers' Office. Keep it up.

Miss Bernice Bowdle, Division Accountants' Office, has become left handed since Christmas. It seems unusual to see one who has always used her right hand, suddenly switch over to the use of the opposite member; however, this is the case. It has been noticed that she powders her nose, and does all the other things peculiar to femininity with this hand. The only bad feature is the glare, which affects the eyes of the balance of the office force. We are informed that the fortunate young man is Herbert Gardner, a recent graduate of Ohio State University, and at present manager of a large farm near Chillicothe.

Believing that it is better to give than to receive, Charles Conner and Phil Hixson, both of the division accountants' office, presented two fair young ladies with tell-tale solitaires, on December 25.

The holiday decorations by the Division Accountants' Office force in that office brought forth many pleasing comments.

Brakeman F. A. Duffy joined the ranks of the benedicts recently. Best wishes to him for a happy married life!

Elwood G. Pyle, sheet metal worker, is another victim of Cupid's rampage. Congratulations and best wishes!

The following officers were elected to serve the Ohio Division Lodge of the Veteran Employees' Association for the year, ending December 31, 1922: G. W. Plumley, president; G. E. Wharff, vice president; G. J. Miller, recording secretary; R. Mallen, financial secretary; H. Figlestahler, treasurer; J. N. Ortman, sergeant at arms; T. A. Brown, C. D. Pairan, A. A. Creager, W. W. Woodward, and T. E. Banks, directors.

D. R. Sheets was appointed as delegate to the convention of the Grand Lodge in Baltimore on January 5 and 6.

An item of interest, especially to the office force, recently appeared in the Columbus (Ohio) Dispatch, viz.: the announcement of the marriage of Miss Sue Masters and Mr. Demas J. Snyder. Mrs. Snyder was formerly employed as comptometer operator at Chillicothe. Her friends wish her much happiness.

To Engineer Joseph Sulzer, in the loss of his wife, our most sincere sympathy is extended.

The Safety Agent says:

The neglect of LITTLE THINGS—JUST LITTLE THINGS—is what produces the bulk of preventable accidents.

Every accident is a NOTICE that something may be wrong with the Methods, Material or Man and should be investigated AT ONCE by the man in charge to ascertain cause and apply remedy. Whether the injury received is slight or serious, is not material.

Don't gamble with your SAFETY. You can't afford to lose once.

Due to the consolidation of the Illinois and Indiana Divisions, C. E. Herth, division engineer, and H. S. Adams, chief clerk to superintendent of the latter division, have been transferred to similar positions on the Ohio Division. We welcome both these gentlemen and wish them success in this, their new territory.

Other changes on this division, are as follows: J. L. Maher, former division engineer, transferred to Dayton, Ohio, as assistant division engineer; R. H. West, former chief clerk, transferred to clerk in dispatcher's office, vice T. K. Wilson, who in turn took position as clerk in car distributor's office; C. E. Rutherford is transferred to tonnage clerk; Miss Osma Foster, to fuel clerk and Ray Ortman to clerk in freight office.

William Pross, machinist, has returned to his duties at Chillicothe, after having been instructor at Camp Sherman Vocational Training Schools.

Arthur James, machinist, has accepted position as State building inspector. We wish him success in his new position.

J. B. Haward has been promoted from night roundhouse foreman, Chillicothe, to day round house foreman, Garrett, Ind. H. H. Howard has taken Mr. Hawards' place and James J. Rose, Washington, Ind., succeeds Mr. Howard. We are glad to hear of these promotions and wish these men success.

Gilbert Jenkins, laborer, Stores Department, joined the ranks of benedicts shortly before Christmas. Our informant "Brownie" states that although cigars were passed, he personally only received a SMALL number.

Another treat! Dan O'Leary, yard conductor, has taken unto himself a wife. The honeymoon was spent seeing the sights of New York. Congratulations! Whad'd you say now, "Dan?"

Don't forget BOOSTING BUSINESS is still in order, at well as PREVENTING CLAIMS and SAVING FUEL.

Toledo Division

Correspondent, EDWARD M. MANNIX
East Dayton

Soon we'll bid adieu to Winter and extend an abiding welcome to Spring. Let us hope that it will bring with it a return of business, in order that we may see the wheels of industry humming.

Soon we will hear the glad refrain, "Play Ball," "Who saw the first Robin?" etc. By that time we hope to see all of the furloughed men at the old stand, and then we will sing in unison—"Hail, Hail, the gang's all here."

There is a big meaning in President Daniel Willard's New Year's greeting to the Baltimore and Ohio Family. If you read between the lines it shows the true characteristics of a big heart. Regretting as he does the general business depression, he gives hopes and assurances that this will be of short duration, and the family that he seeks to foster will be united again, as of old. A few more Willards won't hurt this old world.

Our old friend, John Glynn, yard engineer and veteran in the service, is spending a short vacation in Florida and Cuba. We will hear many weird tales when he returns. Good luck, old scout, and a safe return.



The late Edward Boas, Ohio Division

About one of the most energetic and up-to-date acquisitions to East Dayton is Yard Master Kenneth Lett, of the second division. Mr. Lett came to us a few months ago from the Indiana Division and has proved himself adept from a business and social standpoint.

We know that things could scarce be duller, And have been so, since way last summer, But, keep on plugging, never stop, And we'll come out all right, old top.

Harvey Voris, general yardmaster, was recently highly complimented by the officers of the Mercantile Company of our city for the manner in which he handled their business during the last year. It is also pleasing to note that not one complaint reached him from the numerous business houses in our city.

His letter from the Mercantile Corporation concludes with this snappy poetical declaration by Secretary E. H. Houck.

Oh, the switchman's life
Is a merry life;
For the bumps, now what cares he?
He merrily shunts
His cars around,
And chuckles in fiendish glee.
But the B. & O. crew,
Is a goodly crew;
Proficient in all that they do,
They place the cars right
And set the brakes tight,
What more can a good switchman do?

The accompanying poem was passed to us by one of the Division Accounting members. Read this and then read the parody which follows.

Dead Men's Shoes By S. E. Kiser

For seven years Dick Wattles thought
That he would be chief clerk some day;
The chief's desk was the goal he sought,
And Fitch alone was in the way,
"He's getting old; he can't hang on
Much longer now," Dick often said,
A new man came when Fitch was gone,
And stepped in over Dickie's head.

Ten years ago Maud Eldredge cast
Her last misgivings to the breeze,
And married old man Arbogast,
Who promised her a life of ease.
Fred Willis took it hard at first,
But Maud assured him on the sly:
"Ten years I give him at the worst;
Then we'll be happy, you and I."

The old man passed away last spring,
And Maud, still fair, was free once more;
He left her nearly everything
Except the store teeth that he wore.
Fred Willis, who had waited through
The weary years, is sore and sad;
Last Thursday Maud was married to
A prospect no one knew she had.

A dozen men who occupied
Positions that I've wished to fill,
Within as many years have died,
But I'm unknown and plugging still!
It may be luck; it may be Fate;
In any case they seem to lose
Who merely stand around and wait
To put their feet in dead men's shoes.

Our Own Parody

I cannot say that I do know
An humble clerk of the B. and O.,
Who, if he had his way to choose,
Would be found seeking dead men's shoes.
As for Dick Wattles and Mr. Fitch,
Such stuff as this they'd surely ditch,
And welcome a new man with good news
Because he wears a live wire's shoes.

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7-Window Pass Case, Card Case and Bill Fold

Will show 7 regular size passes, identification cards, and photos, each under a separate transparent celluloid face protecting it from dirt and wear. Also has gusseted pockets for smaller cards and roomy billfold pocket in back. Railroad men tell me it is the handiest thing they ever saw. Over 20,000 of them now being carried. Your name and address (3 lines) and your emblem or insignia (order, brotherhood, lodge—I have them all) engraved in 23K gold absolutely free. This work alone is worth \$1.50 of anybody's money.

Case is beautifully made of fine black seal grain genuine leather. Strongly sewed, neat and convenient. Size, 3 1-2 x 4 1-2 inches closed.

Don't send me a single penny in advance. Just send your name and address on the coupon below with the emblem or insignia you want. I will send you this wonderful pass case at once, and when the postman delivers it to you, when you actually have the goods, pay him only \$3.00 and postage. I positively guarantee that if you don't think this is the best buy you ever made, you may return it and I will refund your money immediately. I have been in this business for over 10 years.

You take no risk! Send the coupon TODAY!

Olaf Halvorsen, The Pass Case Man
Dept. 4012 Masonic Temple, Chicago

You may send me your genuine leather 7-Window Pass Case with my name, city, state and emblem engraved in 23K gold. I will pay the postman only \$3.00 and postage when he delivers it. If I am not entirely satisfied with the case, I will return it and you will refund my money at once. I take no risk.

Emblem

Name

Address

City..... State.....

Be sure to print name, etc. clearly

Going forward once, then stepping back
Is using your head for an old hat rack,
For what's now needed with railroad trains
Is an humble clerk with horse sense brains.
There isn't such a thing as Luck,
It's simply Push, and Work, and Pluck.
If you follow these you'll never lose,
And you'll never look for dead men's shoes.

Division Accountant's Office Dayton, Ohio

Correspondent, Miss G. M. McBRIDE

The Baltimore and Ohio Quintet defeated the Pan Handles of Dayton, 20 to 12, on the St. Andrews floor, on January 13.

The line-up was as follows:

Baltimore and Ohio 20		Pan Handles 12
Hartman	L. F.	Hagan
Harker	R. F.	Hecker
Morrissey	C.	Schoenhals
Thies	L. G.	Barr
Kinzig	R. G.	Miller

Sub—Myers for Morrissey.

Baltimore and Ohio: Harker, 6; Hartman, 2; Myers, 1. Pan Handle: Hagan, 2; Schoenhals, 1; Miller, 1. Fouls, Hecker 4 out of 5; Myers 2 out of 2.

Our Dayton team would like to book a few games with some of the other Baltimore and Ohio teams. It was up to the Baltimore and Ohio to hold up our colors. For games communicate with L. D. Kinzig, Division Accountant's Office, Dayton, Ohio.



Margery May, little daughter of Rae Garrigus, correspondent

It is well to note the feeling of good will among the workers in the Division Accounting Office at Dayton, as displayed at Christmas time. We hope that the same interest in the work of the Division and good will toward all may continue to be the factor which will stir us to higher aims and an unprecedented endeavor to make the Toledo Division the best, so far as we are able, of any division on the System.

Division Accountant G. B. Spencer, Dayton, Ohio, spent Christmas with home folks at Garrett, Indiana. We understand Mr. Spencer had quite a tussle with Santa Claus and he, being the larger man, was successful in taking from his pack a nice smoking stand, for which he desires to thank Santa through this column.

NOTICE—To all who find themselves up against it for socks: Styles do change you know and if, during these hard times, your wife should match a blue one and a black one, it is perfectly good taste just so there aren't any holes in them. However, they must be a dark blue and black in order to match up well. Ask Harker.

What would become of man if there were no women in the world? 'Tis well for a woman to stay in her domain, but, all the same, a woman "in her domain" is appreciated at all times, anywhere. Anyone desiring sewing done, might do well to try the Division Accounting Department outside of office hours. What we started out to say was this—the boys can testify that Clyde has an A-1 seamstress. How about it, This?

Good English

Gertrude Hutzel—How soon will you be through with that machine?

Nann—Are you in a hurry for it?

Gertrude—I have a report to get out this afternoon which should 'ave been gone last week.

Nann—Why didn't you say 'ave been must?

Ker bang!!! Something broke the stillness. Everybody looked around. Nothing extraordinary was in sight. Several seconds passed. Finally we saw "Ham's" happy smile as he emerged from the seclusion of his desk. "Ham's" not a heavy weight but his chair gave way and deposited him somewhere behind his desk.

We are glad to welcome among our co-workers S. H. Pulliam, supervisor at Toledo.

J. L. Maher, formerly division engineer, Ohio Division, has been made assistant division engineer, Toledo Division.

J. M. Montz has been transferred from the Toledo Division to the St. Louis Division, with headquarters at Washington, Indiana. Our best wishes for his success follow him.

An Ode to the Departed

I'm not a poet
And I sure know it,
But nevertheless
Maybe you can guess
When I want to say sumpin,
I blowit.

So here is an ode
To those who once abode
With us in our bachelor bliss,
'Tho' they are gone,
May their memory ever be with us,
And may they never ketch us
If their wives should want to kizzus.

(Dedicated to John Hogan, Don Harker, Walter Boorum, Lou Kinzig and Eddie Velten.)

Lima

Assistant Correspondent, RAY GARRIGUS

General Foreman O'Brien has returned from a division safety meeting at Dayton, Ohio, where he was warmly commended by Superintendent Mann for the fine safety record which Lima shops have maintained for the past three months.

The accompanying photograph is that of little Margery Mae, daughter of Correspondent and Mrs. R. A. Garrigus.

General Car Foreman C. T. Robinson, Garrett, Indiana, and Car Foreman C. H. Garing, Willard, Ohio, were recent visitors.

The Car Department Bowling Team has defeated several local competitors and is anxious to hear from other teams on the division.

Car Inspector Gabe Nelson, Wapakoneta, has returned to duty after several months' absence. Glad to see you back, Gabe.

Car Inspector Andy Shuler, Piqua, has been off duty for several months account of sickness. Mr. Shuler was a visitor at the Car Foreman's office a few days ago and promises to be back on the job before long.

Within the past two weeks the Lima Chamber of Commerce has had three calls, each for 10,000 square feet of warehouse floor space along railroad sidings in Lima,

preferably on the Baltimore and Ohio. The concerns making application for this space are all big manufacturing jobbers who wish to establish branch warehouses here to handle Lima and Northwestern Ohio business.

These appeals coming almost simultaneously to the Chamber of Commerce, are evidence of the attention which Lima is attracting in the industrial world.

It is with just pride that we point to the fact that these firms requested space along the Baltimore and Ohio, over three other competing lines in this territory.

Otto Wallburg, chief clerk to Freight Agent L. B. Colbert, attended the Veterans' Association Convention in Baltimore. Mrs. Wallburg went along too and came back with a big job on her hands. She was elected secretary to the Grand Lodge of the Ladies' Auxiliary. Congratulations!

Dayton, Ohio

Enter Mary Blanford (ten minutes late) all smiles and curls. Our curiosity was soon satisfied, for close behind her—just far enough to avoid suspicion—was a fine looking insurance agent. Rumor has it Mary got her diamond through insurance—perhaps assurance.

WANTED TO KNOW—Who was the distinguished looking gentleman who caused such a commotion in the lobby of the "Dayton" theater Saturday night when he lit a corn cob pipe?

Kentucky and Indiana Terminal

Correspondent, J. L. SIGMON,
Industrial Agent

The accompanying photos are of Car Service Clerk and Mrs. Wm. Thompson, who were married on the morning of December 26.

Mr. Thompson, who is a Kentuckian and prominent baseball pitcher, was second lieutenant, Company K, Fourth Battalion, 22nd Engineers. After returning from France and being honorably discharged, he was employed by the Kentucky and Indiana Terminal R. R. Co. For the past three years he has been the main pitcher on the baseball team, which has won the city championship of Louisville.



Car Service Clerk William Thompson and his bride

Safety Roll of Honor

(Continued from page 56)

Ohio Division

On December 20, as No. 92 was leaving Blanchester, Virgil Smith, trackman, observed brake beam down on a car very near the engine and through his efforts engineer was signalled and train stopped. Mr. Smith then assisted in taking down the defective beam. A letter of thanks was sent this employe for the interest he displayed.

On December 31, while extra 2922, west, was passing station at West Junction, Operator F. M. Clark who had been relieved from duty and was walking west from the station going to his home, observed brake beam dragging on Baltimore and Ohio 185794. He immediately flagged train and, after stopping train crew, removed the defective brake beam, probably averting an accident.

Indiana Division

On December 28, Track Foreman I. Slayback, Aurora, noticed car with loose wheel in 94's train. He notified Conductor Moore and car was set out at Dearborn. Car Inspector stated that car was in such shape that it was not in safe condition to run.

All in a Week's Work

By H. T. Lodge, Signal Helper,
Chester, Pa.

Most all people have their calling
As to their daily work they go,
I'm just a happy signal-helper
On the Baltimore-Heigho.

On Monday I light the signal lights
And clean them nice and bright;
By doing so the engineer
Can see them through the night.

On Tuesday I light some switch lamps,
And oil some switches, too,
And yet they say we signal men
Have nothing much to do.

On Wednesday we fix up our Lizzie—
She's our old motor car—
For we must treat her kindly
If we would travel far.

On Thursday I walk three miles or so
Way down the railroad track,
The maintainer shouting trouble,
I carrying tools on my back.



H. T. Lodge, signal helper, Chester, Pa.,
and his dog

On Friday I light up the lights,
The same thing to repeat,
You bet I take good care of them
And try to keep them neat.

On Saturday I clean signal blades,
And paint the derails red.
Pretty soon it's quitting time,
And home I go to bed.

Of course I have a buddy,
A good old pal is Bill;
Of slinging oil and lighting lamps
We surely get our fill.

So here's sending you all our good wishes,
And when shining signals you see,

You'll know they've been polished and
lighted
By my happy old buddy and me.

Shoeless, he climbed up stairs, opened the door of the room, entered and closed it after him without being detected. Just as he was about to get into bed his wife, half-aroused from slumber, turned and sleepily said:

"Is that you, Fido?"

The husband telling the rest of the story, said:

"For once in my life I had real presence of mind. I licked her hand—*Tit-Bits*."



"Keep These Men"

"Brown, I've been putting the axe to the pay-roll. I have cut out a lot of dead wood—unskilled men we can replace tomorrow if necessary.

"But—keep these men whose names I have checked. They draw big pay but they know their work. They are the men who looked ahead and trained themselves to do some one thing better than any one else. We can't afford to lose one of them."

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| <input type="checkbox"/> Traveling Fireman | <input type="checkbox"/> R. R. Agency Accounting |
| <input type="checkbox"/> Air Brake Inspector | <input type="checkbox"/> R. R. Gen'l Office Acct'g |
| <input type="checkbox"/> Air Brake Repairman | <input type="checkbox"/> Higher Accounting |
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Please mention our magazine when writing advertisers

Pensioners' Roll of Honor

(Continued from page 47)

George A. Phillips

George A. Phillips, retired tool room attendant, Cleveland Division, was born in Cleveland on September 5, 1853. He began work with the Baltimore and Ohio on April 18, 1898, as laborer. Later he was made helper on wheel lathe. On April 1, 1913 he was made tool room attendant. This position he held until the time of his retirement.

Rudolph T. Ault

Rudolph T. Ault, pensioned tinner, was born in Washington County, Maryland, two miles from Harper's Ferry, W. Va., on June 11, 1856.

He entered the service of the Baltimore and Ohio on October 5, 1879, as a car inspector, Sandy Hook, Maryland, under the supervision of John R. Smith, master mechanic. He was transferred to Brunswick, Md., on May 10, 1891, when that place was opened for service. Mr. Ault worked as a carpenter for three months. He was then promoted to foreman of car repairs; after four years was employed as pipe fitter and air brake inspector and repairman. He held this position until three years ago when he was transferred to the round house, working as shop tinner.

Having a severe attack of rheumatism and feeling unable to do his work any longer, he applied for retirement. His wife and eight children are all living. There are 5 daughters and 3 sons, the latter working for the Baltimore and Ohio at Brunswick.

N. E. Alexander

N. E. Alexander, retired foreman, was born in Charlestown, Cecil County, Maryland, on March 18, 1845. His father died, leaving his mother with 6 small children, when the boy was 8 years old. Mr. Alexander was placed on a farm at Airy Hills, near Old Powhatan Cotton Mills, for 9 years. At the age of 17 he enlisted in the Fourth Maryland Infantry, U. S. A., serving as private, first sergeant and first lieutenant. At the close of the Civil War he returned to his old home, taking a position in a merchandise store. From that he went to the trade of carpentry, which he soon gave up and entered the firm of George Helfrich & Son, where he remained for one year. On August 1, 1868, he entered the service of the Baltimore and Ohio as lumber inspector, Mt. Clare Lumber Yard, under Samuel T. Henry, foreman, and J. C. Davis, master of machinery.

There were at this time very few shops. There were the blacksmith shop and Primrose Shops at the Arlington Avenue gate, the round shop, where box cars were built, a passenger car shop (frame) about twelve

feet high, a small saw mill and lumber shed. In those days the lumber foreman would take a gang of men with a train of gondola cars drawn by old camel engine No. 55 and go up to the West Virginia mountains, load up the lumber and haul it down to Mt. Clare, where it would be made into car stock.

After the death of Mr. Henry, who was injured by accident and died in the spring of 1870, Mr. Alexander was placed in charge of the receiving yard at Locust Point. There were no elevators at the Point and no houses east of where the Baltimore and Ohio tracks cross Fort Avenue. Coats' old rolling mills and a large house known as "the Vineyard," which has been torn down, were the only houses near the Fort. The Locust Point Yard contained at one time 12,000,000 feet of lumber and it required 75 to 100 men to handle the large amount of stock the Company was receiving at that time. At times there were 5 vessels at the wharf at one time, discharging on an average of 300,000 feet to each vessel. Mr. Alexander had charge of this large amount of lumber, which was loaded at the wharf and taken into the yards and piled.

When the World War broke out and the Locust Point Lumber Yard was discontinued, a new yard was started at Wicomico Street. Mr. Alexander was called to Mt. Clare and had at that time rounded out 50 years of service. He was presented with a fine testimonial from Vice President A. W. Thompson. When leaving Mt. Clare and giving up his position as foreman of the Mt. Clare Lumber Yards he was presented with a fine easy chair and many other gifts by his many friends in the Stores Department. Mr. Alexander was retired on a pension on November 10, 1921, having been with the Baltimore and Ohio for over 53 years.

Giving up his position with the Company and leaving behind so many of his old friends in the Stores Department was one of the most trying experiences in his life, but because of failing eyesight he thought it best to discontinue active service.

To Our Engineers!

No jar or jolt—you can count on two more tickets

WASHINGTON, D. C., December 7, 1921.

Mr. W. V. SHIPLEY,
District Passenger Agent,
Baltimore and Ohio Railroad,
Washington, D. C.

Dear Sir—You will recall having taken care of tickets for myself and family to Chicago recently and I have intended several times since my return to write you and tell you what a nice trip we had over your line.

We tried the evening meal leaving Washington and it was even more than you represent it to be.

Of course, going, we missed the mountain scenery, but we enjoyed this on our return as we came back on the train which arrives at Washington in the afternoon.

My wife stated that she never had such a comfortable night's rest on a train before and I agreed with her. I did not feel a jar or a jolt during the entire trip; your engineers certainly know how to handle their trains.

We expect to go West again next summer and you can count on two more round trip tickets for the Baltimore and Ohio.

Yours very truly,

A Patron.



Let's get together and cut "Old Man Railroad" loose

Results of the "Perfect Package Campaign" Held During November, 1921

Small Communities Make Better Record than Large Ones in Percentage of Exceptions Filed

Shippers of the country made a score of 99.10 per cent. in the "Perfect Package Campaign," according to a recapitulation of the results of the movement just announced by the Joint Campaign Committee of the American Railway Association and the American Railway Express Company, which conducted the campaign throughout the country in November.

Reports of the business handled and the number of exceptions taken on packages, because of some error or defect in packing, marking or registration, were tabulated in Chicago by a corps of accountants, and took a week to complete.

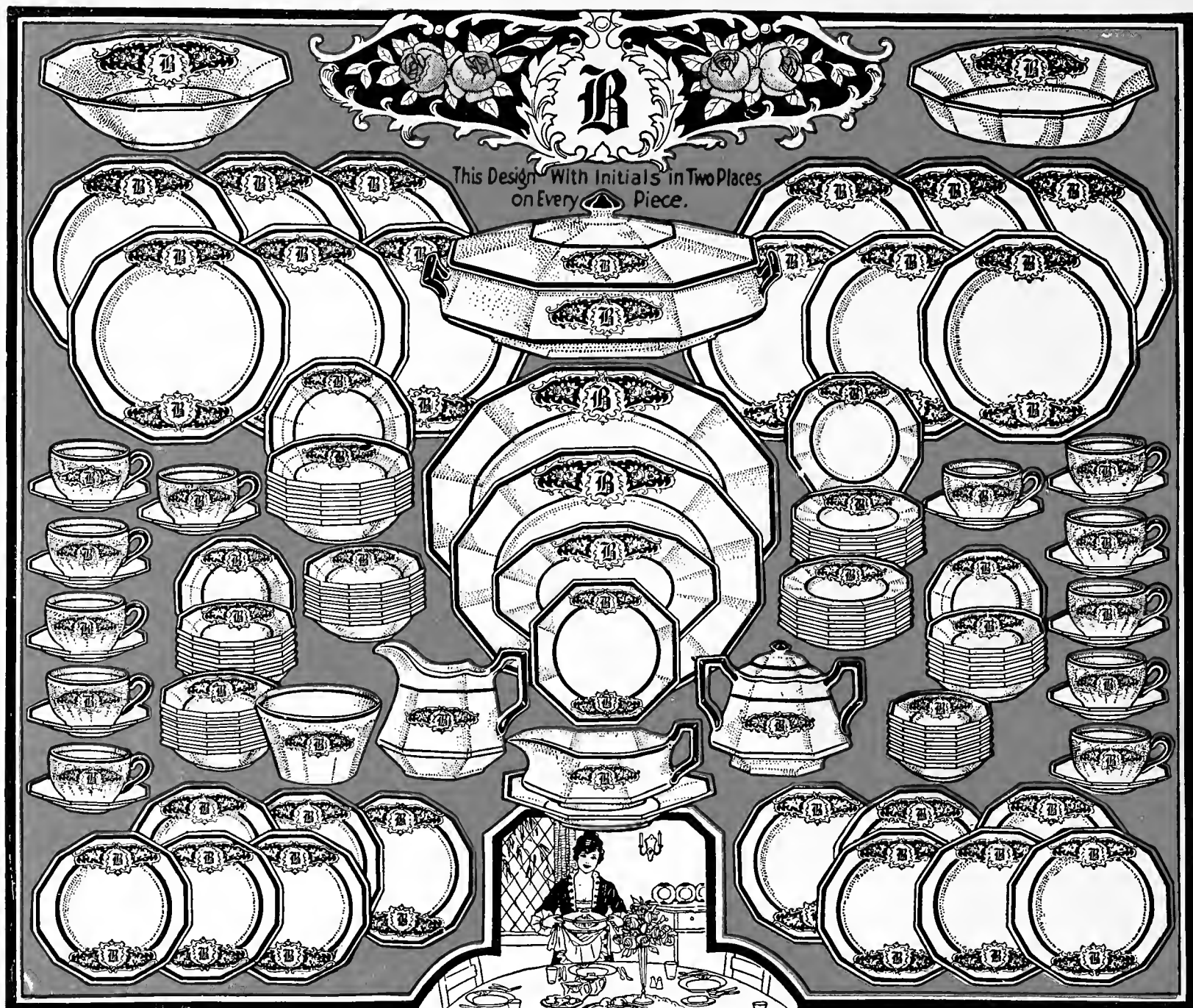
During the Perfect Package Month, as November was designated, the railroads were credited with handling 9,339,745 freight shipments, to which 101,760 exceptions were filed by the carriers. During the same period the express company handled 10,899,352 shipments, to which 81,070 exceptions were taken. In other words, all of the carriers handled 20,239,097 shipments, freight and express, on which 182,830 exceptions were entered by carriers, giving a national percentage of 99.10 per cent.

These figures were tabulated from reports received up to December 22, 1921, from 1294 cities in the United States, divided into five classes, according to population. The 56 leading cities, each with a population of 100,000 or more, shipped out more than half the business handled by the carriers, representing 5,724,764 shipments by freight and 7,871,455 by express, for a percentage of 95.15 per cent.

The 156 cities, having a population from 25,000 to 100,000 each, forwarded 3,455,254 shipments by freight and express, with total exceptions filed of 37,891, for a score of 98.91 per cent. Two hundred and fifty-four cities, with a population between 10,000 and 25,000 each, shipped 1,946,683 shipments, with 21,883 exceptions, for a score of 98.88 per cent. Two hundred and twenty-seven cities, with a population from 5,000 to 10,000 each, made 688,678 shipments, with 4,898 exceptions, for a score of 99.29 per cent. Six hundred and one cities, with a population of 5,000 and under, each, obtained a score of 99.40 per cent., with 552,263 freight and express shipments on which 3,338 exceptions were filed.

The exception reports covered errors made by shippers in the packing and marking of shipments, and in making out bills of lading or express receipts. A number of the smaller communities failed to forward their reports in time and were not included in the recapitulation.

The Joint Perfect Package Campaign Committee has issued a statement, expressing the thanks of the carriers and their representatives, to all traffic clubs, chambers of commerce and other shippers' organizations, which gave active support to the movement and contributed to its success.



This Superb 110-piece Set, with initial in 2 places in wreath with 5-color decorations on every piece and gold covered handles, consists of:
12 Dinner Plates, 9 inches
12 Breakfast Plates, 7 inches

12 Soup Plates, 7½ inches
12 Cups
12 Saucers
12 Cereal Dishes, 6 inches
12 Fruit Dishes—5½ inches

12 Individual Bread and Butter Plates, 6¼ inches
1 Platter, 13½ inches
1 Platter, 11½ inches
1 Celery Dish, 8½ inches

1 Sauce Boat Tray, 7½ inches
1 Butter Plate, 6 inches
1 Vegetable Dish, 10½ inches with lid (2 pieces)
1 Deep Bowl, 8½ inches

1 Oval Baker, 9 inches
1 Small Deep Bowl, 5 inches
1 Gravy Boat, 7½ inches
1 Creamer
1 Sugar Bowl with cover (2 pieces)

Brings this 110-Piece Gold Decorated Martha Washington Dinner Set

Send only \$1 and we ship the full set—110 pieces in all. Use it 30 days. Then if you are not so delighted that you would not part with these superb, gold decorated dishes, return them and we will refund your \$1 and pay transportation charges both ways. If you keep them, take nearly a year to pay on easy terms.

Your Initial in 2 Places on Every Piece—5-Color Floral Decorations and Gold

Wonderful artistic effect is given not only by the new and attractive shape of every dish, but by the wreath and the rich design surrounding the initial. Your initial with these superb decorations of scrolls, leaves and roses in natural colors, put on by special fired process, appears in 2 places on every piece. As handsome as enameling you see on fine jewelry.

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Every handle is covered with polished gold. The ware itself is beautiful, lustrous, snowy white. No other pattern to equal the famous "Martha Washington." Elegant, refined, artistic, and yours now at a bargain price. Shipped on 30 days' free trial direct from our Chicago warehouse. Shipping weight about 90 lbs. You must not miss this opportunity. Mail the coupon today.

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Hartman guarantees that every piece in this set is absolutely first quality—no seconds. This is a standard or "open" pattern. Replacement pieces may be had of us for 8 years. Each piece wrapped in tissue paper. Excellent packing to prevent breakage. Shipped at once. No delay.

Order No. 324DMA13. Bargain price, \$32.85. Pay \$1 now. Balance \$3 monthly.

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